

## **Appendix A**

### **Part 2: Route Level Operating Characteristics and Demographics**

The data for each route in this Appendix was developed as follows:

#### **General Data and Operating Data:**

- Based on Spring 2008 Schedules and:
  - Spring and Fall 2008 Ridechecks for all Fairfax Connector routes and some Metrobus routes
  - WMATA supplied data for other Metrobus routes (from 2006 and 2007) – see Ridecheck Chapter for which routes were checked in 2008

#### **Rider Demographics:**

Based on on-board survey results from Spring 2008 surveys.

#### **General Demographics Along the Route:**

Based on an analysis of population density, employment density, and low income households in the Traffic Analysis Zones (TAZs) adjacent to the route and on locations of senior facilities along the route.

Definitions:

- Population Density (HH/Acre):
  - 6+: High
  - 3-6: Medium
  - 1-3: Low
  - 0-1: Very Low
- Employment Density (Employees/TAZ):
  - 10,000+: Very High
  - 5,000-10,000: High
  - 2,000-5,000: Medium
  - 1,000-2,000: Medium/Low
  - 500-1,000: Low
  - 1-500: Very Low
- Low Income Households (% <\$30,000 annual income by TAZ):
  - 0-5%: Very Low
  - 5-10%: Low
  - 10-25%: Medium
  - 25-50%: Medium/High
  - >50%: High

**Connector Route 101 – Fort Hunt Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	19.34		
Rail Line/Station Connections	Huntington - Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	88%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	780	405	376
Avg. Boardings/Trip	15	13	13
Platform Hours/Day	42.02	18.45	15.75
Revenue Hours/Day	39.45	15.96	13.95
Avg. Boardings/Platform Hour	19	22	27
Revenue Miles/Day	513	309	271
Avg. Boardings/Rev. Mile	1.52	1.31	1.39
Service Starts	4:26 AM	6:22 AM	6:22 AM
Service Ends	10:00 PM	10:25 PM	8:19 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	48%		
Household Income <\$30,000	24%		
Household Income <\$70,000	52%		
No Auto in Household	24%		
No Auto Available for This Trip	63%		
Minority Riders	24%		

**General Demographics Along the Route:**

- Population Density: High on the northern end of the route and very low to low along the rest of the route, except for one medium area in the center of the route
- Employment Density: Medium to high in on the northern end of the route and primarily very low along the rest of the route
- Low Income Households: Medium along the northern half of the route and low to very low at the southern end
- Seniors: The route serves the Hollin Hall Senior Center and the Huntington Senior Community, Paul Spring Retirement Community, and the Manor Care Nursing Home

**Connector Route 109 – Rose Hill Line**

General Data			
Service Days/Periods	Weekday and Saturday		
Priority Corridor(s)	Telegraph Road		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	14.32		
Rail Line/Station Connections	Huntington - Yellow Van Dorn - Blue		
Weekday Ridership Ons & Offs at Metrorail Station	96%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	811	282	NS
Avg. Boardings/Trip	14	9	0
Platform Hours/Day	32.91	17.27	0.0
Revenue Hours/Day	29.32	16.40	0
Avg. Boardings/Platform Hour	25	16	0
Revenue Miles/Day	408	236	0
Avg. Boardings/Rev. Mile	1.99	1.19	0.00
Service Starts	4:59 AM	6:30 AM	NS
Service Ends	11:29 PM	10:25 PM	NS
Peak Headway	30	60	NS
Midday/Evening Headway(s)	60	60	NS
Rider Demographics			
Trip Purpose: To or From Work	74%		
Household Income <\$30,000	45%		
Household Income <\$70,000	76%		
No Auto in Household	34%		
No Auto Available for This Trip	58%		
Minority Riders	61%		

**General Demographics Along the Route:**

- Population Density: Medium on the western end of the route, low along the mid-section, and primarily high on the eastern tip
- Employment Density: High on both the western and eastern termini, medium on the eastern half, and very low to low along the rest of the route
- Low Income Households: Very low to low along entire route, except for the eastern tip, where there is a medium level
- Seniors: The route serves Thetford House Family Assisted Living, Emilia Assisted Living Home, Hearty House Assisted Living, Burgundy Senior Community, and the Huntington Senior Community

**Connector Route 151 – Richmond Highway Circulator- Counter-Clockwise Loop**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Richmond Hwy		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	24.1		
Rail Line/Station Connections	Huntington - Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	47%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1480	799	650
Avg. Boardings/Trip	45	44	36
Platform Hours/Day	60.47	29.65	28.57
Revenue Hours/Day	52.98	26.25	26.33
Avg. Boardings/Platform Hour	24	27	25
Revenue Miles/Day	795	434	434
Avg. Boardings/Rev. Mile	1.86	1.84	1.50
Service Starts	4:08 AM	5:39 AM	5:39 AM
Service Ends	11:50 PM	11:49 PM	11:49 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	62%		
Household Income <\$30,000	45%		
Household Income <\$70,000	79%		
No Auto in Household	45%		
No Auto Available for This Trip	74%		
Minority Riders	67%		

**General Demographics Along the Route (151/152):**

- Population Density: Medium along almost the entire western side of the route and a large portion of the northeastern loop; very high at the northern terminus; very low to low within the southeastern loop
- Employment Density: Medium along the northwestern side of the route and very low to low in remaining areas
- Low Income Households: Medium/ high on the western side of the route; low to medium/ high on the north eastern loop; and low on the southeastern loop
- Seniors: The route serves the Hollin Hall and the Groveton senior centers and the following senior living facilities: Paul Spring Retirement Community, Gum Springs Glen Senior Residence, Audubon Housing, The Gables at Mount Vernon, Personal Care Services (Sprayer Street), Sunrise at Mount Vernon, and Mount Vernon House.

**Connector Route 152 – Richmond Highway Circulator- Clockwise Loop**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Richmond Hwy		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	24.2		
Rail Line/Station Connections	Huntington - Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	44%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1555	951	779
Avg. Boardings/Trip	50	53	43
Platform Hours/Day	56.46	29.35	28.62
Revenue Hours/Day	49.14	26.63	26.97
Avg. Boardings/Platform Hour	28	32	29
Revenue Miles/Day	750	436	436
Avg. Boardings/Rev. Mile	2.07	2.18	1.79
Service Starts	4:23 AM	6:04 AM	6:04 AM
Service Ends	11:56 PM	12:25 AM	12:25 AM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	54%		
Household Income <\$30,000	53%		
Household Income <\$70,000	86%		
No Auto in Household	43%		
No Auto Available for This Trip	73%		
Minority Riders	75%		

**General Demographics Along the Route (151/152):**

See Route 151

**Connector Route 161 – Richmond Highway Circulator- Counter-Clockwise Loop**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Richmond Hwy		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	11.77		
Rail Line/Station Connections	Huntington - Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	66%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	665	321	240
Avg. Boardings/Trip	24	19	14
Platform Hours/Day	30.95	18.15	18.45
Revenue Hours/Day	28.09	17.65	17.42
Avg. Boardings/Platform Hour	21	18	14
Revenue Miles/Day	330	194	194
Avg. Boardings/Rev. Mile	2.02	1.65	1.24
Service Starts	4:34 AM	6:34 AM	6:34 AM
Service Ends	11:24 PM	10:55 PM	10:55 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	63%		
Household Income <\$30,000	37%		
Household Income <\$70,000	76%		
No Auto in Household	49%		
No Auto Available for This Trip	63%		
Minority Riders	73%		

**General Demographics Along the Route (161/162):**

- Population Density: Very high at the northern terminus, low at the southern terminus, and medium along the middle (and the majority) of the route
- Employment Density: Medium on the west side of the route, very low on the east side of the route, and low at the southern terminus
- Low Income Households: Medium to medium/ high along most of the route, except for low pocket adjacent to northwestern loop near Telegraph Road
- Seniors: The route serves Gum Springs Glen Senior Residence, Gum Springs Senior Community, Audubon Housing, Sunrise at Mount Vernon, Mount Vernon House, and Mount Vernon Nursing Center

**Connector Route 162 – Richmond Highway Circulator- Clockwise Loop**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Richmond Hwy		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	11.01		
Rail Line/Station Connections	Huntington - Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	65%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	585	285	185
Avg. Boardings/Trip	21	17	11
Platform Hours/Day	28.22	16.02	15.68
Revenue Hours/Day	24.62	14.99	15.19
Avg. Boardings/Platform Hour	21	18	12
Revenue Miles/Day	303	182	182
Avg. Boardings/Rev. Mile	1.93	1.57	1.02
Service Starts	5:06 AM	6:36 AM	6:36 AM
Service Ends	10:56 PM	10:52 PM	10:52 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	52%		
Household Income <\$30,000	48%		
Household Income <\$70,000	89%		
No Auto in Household	53%		
No Auto Available for This Trip	70%		
Minority Riders	78%		

**General Demographics Along the Route (161/162):**

See Route 161

**Connector Route 171 – Richmond Highway Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Richmond Hwy    Telegraph Rd		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	48.73		
Rail Line/Station Connections	Huntington - Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	49%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	3575	2023	1733
Avg. Boardings/Trip	53	51	47
Platform Hours/Day	122.61	60.92	56.41
Revenue Hours/Day	110.76	58.83	54.30
Avg. Boardings/Platform Hour	29	33	32
Revenue Miles/Day	1647	999	902
Avg. Boardings/Rev. Mile	2.17	2.03	1.92
Service Starts	3:23 AM	5:40 AM	5:40 AM
Service Ends	1:25 AM (3:31 AM Friday)	3:02 AM	1:11 AM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	61%		
Household Income <\$30,000	60%		
Household Income <\$70,000	86%		
No Auto in Household	46%		
No Auto Available for This Trip	69%		
Minority Riders	85%		

**General Demographics Along the Route:**

- Population Density: High at the northeastern terminus of the route and medium through the middle, becoming very low on the southwestern half and finally ending in an area of medium density
- Employment Density: High on the north side of the northern terminus and low to medium surrounding the rest of the route
- Low Income Households: Medium at the northeastern and southwestern termini and low and medium through the middle
- Seniors: The route serves the Groveton and Lorton senior centers and the following senior living facilities: Huntington Senior Community, Gum Springs Glen Senior Community, Audubon Housing, The Gables at Mount Vernon, Personal Care Services (Sprayer Street), Gum Springs Senior Community, Sunrise at Mount Vernon, Mount Vernon House, Mount Vernon Nursing Center, Belvoir Woods Health Care Center, and Sunrise at Lorton Station.



**Connector Route 231 – Kingstowne Line- Counter-Clockwise Loop**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Lee		
Round Trip Route Length (miles)	15.35		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE Van Dorn - Blue		
Weekday Ridership Ons & Offs at Metrorail Station	108%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	294	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	22.83	0.0	0.0
Revenue Hours/Day	20.87	0	0
Avg. Boardings/Platform Hour	13	0	0
Revenue Miles/Day	322	0	0
Avg. Boardings/Rev. Mile	0.91	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>1</sup>			
Trip Purpose: To or From Work	91%		
Household Income <\$30,000	40%		
Household Income <\$70,000	62%		
No Auto in Household	5%		
No Auto Available for This Trip	31%		
Minority Riders	43%		

**General Demographics Along the Route (231/232):**

- Population Density: Primarily medium throughout with low in the southeastern corner and very low at the northern and western termini
- Employment Density: Very low along most of route and high near the northern and western termini
- Low Income Households: Very low to low, except in areas adjacent to the intersection of Fairfax County Parkway and Belulah Street, where the level is medium
- Seniors: The route serves the Kingstowne and Franconia-Springfield senior centers and Hearty House Assisted Living, Thetford House Family Assisted Living, Emilia Assisted Living Home, Sunrise of Springfield, Morris Glen Senior Residences, and Manchester Lakes Senior Apartments

<sup>1</sup> Data may not be statistically significant as only 48 surveys were received on the 231.

**Connector Route 232 – Kingstowne Line- Clockwise Loop**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Lee		
Round Trip Route Length (miles)	15.35		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE Van Dorn - Blue		
Weekday Ridership Ons & Offs at Metrorail Station	98%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	310	NS	NS
Avg. Boardings/Trip	13	0	0
Platform Hours/Day	25.38	0.0	0.0
Revenue Hours/Day	22.75	0	0
Avg. Boardings/Platform Hour	12	0	0
Revenue Miles/Day	353	0	0
Avg. Boardings/Rev. Mile	0.88	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	90%		
Household Income <\$30,000	26%		
Household Income <\$70,000	53%		
No Auto in Household	25%		
No Auto Available for This Trip	48%		
Minority Riders	57%		

**General Demographics Along the Route (231/232):**

See Route 231

**Connector Route 301 – Telegraph Road Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Telegraph Road		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	24.73		
Rail Line/Station Connections	Huntington - Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	96%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	503	NS	NS
Avg. Boardings/Trip	11	0	0
Platform Hours/Day	42.98	0.0	0.0
Revenue Hours/Day	37.05	0	0
Avg. Boardings/Platform Hour	12	0	0
Revenue Miles/Day	544	0	0
Avg. Boardings/Rev. Mile	0.92	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	84%		
Household Income <\$30,000	18%		
Household Income <\$70,000	37%		
No Auto in Household	13%		
No Auto Available for This Trip	43%		
Minority Riders	50%		

**General Demographics Along the Route:**

- Population Density: Mostly high near I-95, medium between Franconia and Telegraph roads
- Employment Density: High near both termini and medium adjacent to those areas; very low in most other areas
- Low Income Households: Medium at the northern terminus near I-95 and medium/ high near the southern spur; very low to low elsewhere
- Seniors: The route serves the Burgundy Senior Community, Huntington Senior Community, Morris Glen Senior Residences, and Manchester Lakes Senior Apartments

**Connector Route 303 – Island Creek Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Telegraph Road		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	13.35		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	83%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	254	NS	NS
Avg. Boardings/Trip	6	0	0
Platform Hours/Day	21.0	0.0	0.0
Revenue Hours/Day	16.85	0	0
Avg. Boardings/Platform Hour	12	0	0
Revenue Miles/Day	287	0	0
Avg. Boardings/Rev. Mile	0.89	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	71%		
Household Income <\$30,000	22%		
Household Income <\$70,000	50%		
No Auto in Household	23%		
No Auto Available for This Trip	32%		
Minority Riders	66%		

**General Demographics Along the Route:**

- Population Density: Mostly medium, with areas of very low on the southeastern side and northern end
- Employment Density: Primarily very low, with areas of medium on the southeastern side and high at the northern terminus
- Low Income Households: Very low along most of the route; medium on the southeastern side and northern end
- Seniors: The route serves the Kingstowne Senior Center and Sunrise of Springfield, Morris Glen Senior Residences, and Manchester Lakes Senior Apartments

**Connector Route 304 – Saratoga Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Backlick		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	16.27		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	94%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	241	NS	NS
Avg. Boardings/Trip	7	0	0
Platform Hours/Day	14.47	0.0	0.0
Revenue Hours/Day	13.55	0	0
Avg. Boardings/Platform Hour	17	0	0
Revenue Miles/Day	268	0	0
Avg. Boardings/Rev. Mile	0.90	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>2</sup>			
Trip Purpose: To or From Work	94%		
Household Income <\$30,000	8%		
Household Income <\$70,000	48%		
No Auto in Household	16%		
No Auto Available for This Trip	50%		
Minority Riders	46%		

**General Demographics Along the Route:**

- Population Density: Very low along most of route and low around the northwestern loop
- Employment Density: Medium and high surrounding all areas along Fairfax County Parkway and I-95 and very low around the northwestern loop
- Low Income Households: Very low on the northern half of the route and low around the northwestern loop; high in one area on the south end of the loop, between I-95 and the northwestern loop
- Seniors: The route serves Sunrise of Springfield, Morris Glen Senior Residences, and Manchester Lakes Senior Apartments

<sup>2</sup> Data may not be statistically significant as only 30 surveys were received on the 304.

**Connector Route 305 – Newington Forest Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	FS Pkwy/FC Pkwy		
Magisterial District(s)	Lee, Springfield, Mt. Vernon		
Round Trip Route Length (miles)	21.75		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	93%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	200	NS	NS
Avg. Boardings/Trip	13	0	0
Platform Hours/Day	10.87	0.0	0.0
Revenue Hours/Day	8.61	0	0
Avg. Boardings/Platform Hour	18	0	0
Revenue Miles/Day	174	0	0
Avg. Boardings/Rev. Mile	1.15	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>3</sup>			
Trip Purpose: To or From Work	67%		
Household Income <\$30,000	10%		
Household Income <\$70,000	58%		
No Auto in Household	5%		
No Auto Available for This Trip	11%		
Minority Riders	28%		

**General Demographics Along the Route:**

- Population Density: Low surrounding entire route except the piece east of I-95, where population density is very low
- Employment Density: Low surrounding entire route except the piece east of I-95, where employment density is medium and high
- Low Income Households: Low and very low surrounding most of the route with medium pockets in the northern half
- Seniors: The route serves Sunrise of Springfield, Morris Glen Senior Residences, Manchester Lakes Senior Apartments, Renaissance Gardens, and Hunter's Crossing Senior Residences

<sup>3</sup> Data may not be statistically significant as only 32 surveys were received on the 305.

**Connector Route 306 – GMU Line**

General Data			
Service Days/Periods	Weekday-Midday		
Priority Corridor(s)	Braddock Rd. I-95/395		
Magisterial District(s)	Mason, Braddock		
Round Trip Route Length (miles)	44.48		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	35%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	201	NS	NS
Avg. Boardings/Trip	17	0	0
Platform Hours/Day	13.63	0.0	0.0
Revenue Hours/Day	12.19	0	0
Avg. Boardings/Platform Hour	15	0	0
Revenue Miles/Day	267	0	0
Avg. Boardings/Rev. Mile	0.75	0.00	0.00
Service Starts	8:50 AM	NS	NS
Service Ends	3:56 PM	NS	NS
Peak Headway	0	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics <sup>4</sup>			
Trip Purpose: To or From Work	73%		
Household Income <\$30,000	55%		
Household Income <\$70,000	83%		
No Auto in Household	22%		
No Auto Available for This Trip	62%		
Minority Riders	59%		

**General Demographics Along the Route:**

- Population Density: Low along most of route except the area north of the intersection of I-195 and Braddock Road, where population density is high
- Employment Density: Low to medium east of Backlick Road and medium to high at the western terminus; very low along the rest of the route
- Low Income Households: Very low and low surrounding most of the route; medium in the areas surrounding Amherst Road and on the west side of the western terminus
- Seniors: The route serves the Wakefield and Lincolnia senior centers and the following senior living facilities: Lincolnia Senior Residences, Crystal Gardens, Aarondale Retirement and Assisted Living, Leewood Assisted Living and Nursing Home, Arden Courts of Annandale, INOVA Commonwealth Care Center, and Sunrise-INOVA Assisted Living at George Mason

<sup>4</sup> Data may not be statistically significant as only 37 surveys were received on the 306.

**Connector Route 307 – Laurel Hill/Lorton Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Mount Vernon		
Round Trip Route Length (miles)	8.33		
Rail Line/Station Connections	Lorton VRE		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	55	NS	NS
Avg. Boardings/Trip	1	0	0
Platform Hours/Day	20.95	0.0	0.0
Revenue Hours/Day	18.95	0	0
Avg. Boardings/Platform Hour	3	0	0
Revenue Miles/Day	167	0	0
Avg. Boardings/Rev. Mile	0.33	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>5</sup>			
Trip Purpose: To or From Work	80%		
Household Income <\$30,000	54%		
Household Income <\$70,000	63%		
No Auto in Household	18%		
No Auto Available for This Trip	59%		
Minority Riders	93%		

**General Demographics Along the Route:**

- Population Density: Very low west of I-95, low east of I-95, and medium on the southeastern side of the route
- Employment Density: Very low surrounding almost entire route with a medium density pocket on the northeast side and an area of low employment density along the southeastern side of the route
- Low Income Households: Low and very low west of I-95 and medium east of I-95
- Seniors: The route serves the Lorton Senior Center and the Sunrise at Lorton Station Assisted Living facility

<sup>5</sup> Data may not be statistically significant as only 5 surveys were received on the 307.



**Connector Route 310 – Rolling Valley Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Burke Ctr Pkwy/Old Keene Mill...		
Magisterial District(s)	Lee, Springfield		
Round Trip Route Length (miles)	29.75		
Rail Line/Station Connections	Huntington - Yellow Franconia/Springfield - Blue VRE		
Weekday Ridership Ons & Offs at Metrorail Station	71%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	2010	1131	855
Avg. Boardings/Trip	31	30	24
Platform Hours/Day	86.85	56.13	52.78
Revenue Hours/Day	79.83	53.45	49.93
Avg. Boardings/Platform Hour	23	20	17
Revenue Miles/Day	967	565	536
Avg. Boardings/Rev. Mile	2.08	2.00	1.60
Service Starts	4:14 AM	5:54 AM	5:54 AM
Service Ends	12:46 AM	12:54 AM	11:54 AM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	53%		
Household Income <\$30,000	55%		
Household Income <\$70,000	81%		
No Auto in Household	47%		
No Auto Available for This Trip	75%		
Minority Riders	73%		

**General Demographics Along the Route:**

- Population Density: Low west of I-95 and very low, to medium, to high as route travels east, on the east side of I-95
- Employment Density: Very low along most of route, except for the termini and the area directly adjacent to I-95, where employment density is medium to high
- Low Income Households: Very low and low on the outer pieces of the route with a small pocket of medium density in the middle near I-95
- Seniors: The route serves the Franconia-Springfield Senior Center and the following senior living facilities: Huntington Senior Community, Burgundy Senior Community, Hearty House Assisted Living, Thetford House Family Assisted Living, Emilia Assisted Living, Morris Glen Senior Residences, Manchester Lakes Senior Apartments, Sunrise of Springfield Assisted Living, Renaissance Gardens Assisted Living, Hunter's Crossing Senior Living, and Aspen Manor Board and Care.

**Connector Route 321 – Greater Springfield Circulator- Counter-Clockwise Loop**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Mt. Vernon, Lee		
Round Trip Route Length (miles)	19.39		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	64%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1099	692	463
Avg. Boardings/Trip	19	38	27
Platform Hours/Day	51.37	34.17	32.17
Revenue Hours/Day	46.89	32.97	30.97
Avg. Boardings/Platform Hour	21	20	15
Revenue Miles/Day	572	339	320
Avg. Boardings/Rev. Mile	1.92	2.04	1.45
Service Starts	4:02 AM	6:33 AM	6:33 AM
Service Ends	10:55 PM	11:17 PM	10:17 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	60%		
Household Income <\$30,000	56%		
Household Income <\$70,000	82%		
No Auto in Household	50%		
No Auto Available for This Trip	72%		
Minority Riders	77%		

**General Demographics Along the Route (321/322):**

- Population Density: Very low and low north and west of I-95, primarily medium south of I-95 near Franconia and Telegraph roads
- Employment Density: High in the northwest and southwest corners of the loop, very low through the center of the loop, and low to medium on the eastern portion of the loop
- Low Income Households: Very low, low, and medium scattered around the route
- Seniors: The route serves the Franconia-Springfield Senior Center and the following senior living facilities: Hearty House Assisted Living, Thetford House Family Assisted Living, Emilia Assisted Living, Morris Glen Senior Residences, Manchester Lakes Senior Apartments, Sunrise of Springfield Assisted Living, Aspen Manor Board and Care, Aarondale Retirement and Assisted Living, Crystal Gardens Assisted Living, Arden Courts of Annandale, and Leewood Assisted Living

**Connector Route 322 – Greater Springfield Circulator-Clockwise Loop**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	19.32		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	67%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1079	633	463
Avg. Boardings/Trip	20	35	29
Platform Hours/Day	43.77	34.87	30.87
Revenue Hours/Day	39.78	33.58	29.58
Avg. Boardings/Platform Hour	25	18	16
Revenue Miles/Day	522	338	299
Avg. Boardings/Rev. Mile	2.07	1.87	1.55
Service Starts	4:10 AM	6:11 AM	6:11 AM
Service Ends	10:21 PM	11:35 PM	9:35 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	61%		
Household Income <\$30,000	45%		
Household Income <\$70,000	79%		
No Auto in Household	46%		
No Auto Available for This Trip	71%		
Minority Riders	75%		

**General Demographics Along the Route (321/322):**

See Route 321

**Connector Route 331 – I-95 Circulator - Counter-Clockwise Loop**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	Backlick		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	19.23		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	78%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	355	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	35.0	0.0	0.0
Revenue Hours/Day	33.15	0	0
Avg. Boardings/Platform Hour	10	0	0
Revenue Miles/Day	490	0	0
Avg. Boardings/Rev. Mile	0.72	0.00	0.00
Service Starts	5:59 AM	NS	NS
Service Ends	10:27 PM	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	57%		
Household Income <\$30,000	37%		
Household Income <\$70,000	79%		
No Auto in Household	33%		
No Auto Available for This Trip	48%		
Minority Riders	72%		

**General Demographics Along the Route (331/332):**

- Population Density: Very low and low surrounding entire route, except small pocket north of Backlick Road, where population density is medium
- Employment Density: High at the northern and southern termini and medium in the center and surrounding the southeastern spur
- Low Income Households: Medium in the area surrounding the southeastern spur and most of the northern loop, very low through the center of the route, along I-95, and high in the area surrounding the southwestern spur
- Seniors: The route serves Sunrise of Springfield Assisted Living, Morris Glen Senior Residences, and Manchester Lakes Senior Apartments

**Connector Route 332 – I-95 Circulator - Clockwise Loop**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	Backlick		
Magisterial District(s)	Lee, Mt. Vernon		
Round Trip Route Length (miles)	19.04		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	70%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	328	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	30.85	0.0	0.0
Revenue Hours/Day	28.33	0	0
Avg. Boardings/Platform Hour	11	0	0
Revenue Miles/Day	438	0	0
Avg. Boardings/Rev. Mile	0.75	0.00	0.00
Service Starts	5:44 AM	NS	NS
Service Ends	8:18 PM	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	59%		
Household Income <\$30,000	32%		
Household Income <\$70,000	78%		
No Auto in Household	18%		
No Auto Available for This Trip	37%		
Minority Riders	69%		

**General Demographics Along the Route (331/332):**

See Route 331

**Connector Route 380 – Franconia-Springfield /Pentagon Express Route**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	I-95/395		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	23.26		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	100%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	560	NS	NS
Avg. Boardings/Trip	12	0	0
Platform Hours/Day	27.0	0.0	0.0
Revenue Hours/Day	22.40	0	0
Avg. Boardings/Platform Hour	21	0	0
Revenue Miles/Day	558	0	0
Avg. Boardings/Rev. Mile	1.00	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	15	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	98%		
Household Income <\$30,000	6%		
Household Income <\$70,000	18%		
No Auto in Household	4%		
No Auto Available for This Trip	9%		
Minority Riders	38%		

**General Demographics Along the Route:**

- Population Density: Very low to low along entire route; pocket of medium density adjacent to eastern terminus
- Employment Density: Medium to high in the northern half of the route and high in the southern half; very low in the middle of the route
- Low Income Households: Mostly medium east of I-395 and very low to medium/ high on the west side of I-95
- Seniors: The route serves the Lincolnia Senior Center and the Lincolnia Senior Residences, Sunrise of Springfield Assisted Living, Morris Glen Senior Residences, and Manchester Lakes Senior Apartments

**Connector Route 401 – Backlick-Gallows Road Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Backlick		
Magisterial District(s)	Lee, Braddock, Mason, Providence		
Round Trip Route Length (miles)	30.34		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	35%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	3657	1990	1576
Avg. Boardings/Trip	61	62	54
Platform Hours/Day	96.22	50.22	45.62
Revenue Hours/Day	86.22	46.94	42.00
Avg. Boardings/Platform Hour	38	40	38
Revenue Miles/Day	910	485	440
Avg. Boardings/Rev. Mile	4.02	4.10	3.58
Service Starts	4:20 AM	5:50 AM	5:51 AM
Service Ends	11:47 PM	10:52 PM	9:20 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	69%		
Household Income <\$30,000	64%		
Household Income <\$70,000	89%		
No Auto in Household	51%		
No Auto Available for This Trip	80%		
Minority Riders	83%		

**General Demographics Along the Route:**

- Population Density: Medium near the northern terminus is Tysons Corner and high along the eastern side of the route that travels near Gallows Rd.; medium near the route between Little River Turnpike and Braddock Rd.; very low to low elsewhere
- Employment Density: Mostly high in along the northern half of the route, especially in Tysons Corner; medium and high along Backlick Rd. and surrounding the southern terminus; some areas of very low near Annandale, Braddock Rd., and Amherst Rd.
- Low Income Households: Very low and low along most of route, except for medium/ high near Little River Turnpike
- Seniors: The route serves the Pimmit Hills Senior Center and the following senior living facilities: Avalon House on Cawdor Court, Sunrise at McLean, Tysons Wood Senior Living, Iliff Nursing and Rehabilitation, Potomac Homes, Sleepy Hollow Manor Nursing Home, Potomac Homes Assisted Living, Crystal Gardens, Arden Courts of Annandale, Aarondale Retirement and Assisted Living, Leewood Assisted Living, Aspen Manor, Morris Glen, Manchester Lakes, and Sunrise of Springfield

**Connector Route 402 – Vienna-Merrifield-Dunn Loring Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Hunter Mill, Providence		
Round Trip Route Length (miles)	12.99		
Rail Line/Station Connections	Vienna - Orange Dunn Loring -Orange		
Weekday Ridership Ons & Offs at Metrorail Station	81%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	77	NS	NS
Avg. Boardings/Trip	11	0	0
Platform Hours/Day	3.18	0.0	0.0
Revenue Hours/Day	3.18	0	0
Avg. Boardings/Platform Hour	24	0	0
Revenue Miles/Day	45	0	0
Avg. Boardings/Rev. Mile	1.71	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	35	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>6</sup>			
Trip Purpose: To or From Work	110%		
Household Income <\$30,000	0%		
Household Income <\$70,000	13%		
No Auto in Household	9%		
No Auto Available for This Trip	39%		
Minority Riders	29%		

**General Demographics Along the Route:**

- Population Density: Medium near termini, low along the rest of the route
- Employment Density: Medium at the western terminus and high and the eastern terminus; very low to low elsewhere
- Low Income Households: Low at the western terminus and very low and the eastern terminus; medium surrounding mid-route
- Seniors: The route serves Iliff Nursing and Rehabilitation

<sup>6</sup> Data may not be statistically significant as only 24 surveys were received on the 402.



**Connector Route 403 – Vienna-Merrifield-Dunn Loring Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Backlick		
Magisterial District(s)	Hunter Mill, Providence		
Round Trip Route Length (miles)	20.53		
Rail Line/Station Connections	Vienna - Orange Dunn Loring -Orange		
Weekday Ridership Ons & Offs at Metrorail Station	60%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	164	NS	NS
Avg. Boardings/Trip	15	0	0
Platform Hours/Day	12.68	0.0	0
Revenue Hours/Day	7.38	0	0
Avg. Boardings/Platform Hour	13	0	0
Revenue Miles/Day	113	0	0
Avg. Boardings/Rev. Mile	1.45	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	35	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>7</sup>			
Trip Purpose: To or From Work	90%		
Household Income <\$30,000	17%		
Household Income <\$70,000	52%		
No Auto in Household	33%		
No Auto Available for This Trip	57%		
Minority Riders	70%		

**General Demographics Along the Route:**

- Population Density: Medium at the western terminus and around the northwest portion of the route; low elsewhere
- Employment Density: Medium at the western terminus and around the northwest portion of the route; high at the eastern terminus and northern tip
- Low Income Households: Very low around the eastern half, low along the western half and medium near the northern point
- Seniors: The route serves Iliff Nursing and Rehabilitation, Ayr Hil Adult Home, and Tysons Woods Senior Living

<sup>7</sup> Data may not be statistically significant as only 37 surveys were received on the 403.

**Connector Route 425 – Tysons-WestPark Transit Stn/West Falls Church Metro Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Providence		
Round Trip Route Length (miles)	12.9		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	97%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	806	158	138
Avg. Boardings/Trip	16	6	5
Platform Hours/Day	32.77	16.88	16.43
Revenue Hours/Day	30.92	15.20	14.75
Avg. Boardings/Platform Hour	25	9	9
Revenue Miles/Day	335	348	348
Avg. Boardings/Rev. Mile	2.41	0.45	0.40
Service Starts	5:55 AM	8:18 AM	8:20 AM
Service Ends	11:22 PM	11:41 PM	11:21 PM
Peak Headway	20	30	30
Midday/Evening Headway(s)	24	30	30
Rider Demographics			
Trip Purpose: To or From Work	94%		
Household Income <\$30,000	13%		
Household Income <\$70,000	58%		
No Auto in Household	51%		
No Auto Available for This Trip	64%		
Minority Riders	66%		

**General Demographics Along the Route:**

- Population Density: Medium and high along the northern half of the route in Tysons Corner and low in the south, towards I-66
- Employment Density: High along the northern half of the route in Tysons Corner and very low to low in the south, towards I-66
- Low Income Households: Medium along the western side of the route and very low and low along the eastern side
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, and Lewinsville Senior Residences

**Connector Route 427 – Tysons-WestPark Transit Stn/West Falls Church Metro Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Providence		
Round Trip Route Length (miles)	11.03		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	100%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1077	NS	NS
Avg. Boardings/Trip	20	0	0
Platform Hours/Day	38.0	0.0	0.0
Revenue Hours/Day	33.81	0	0
Avg. Boardings/Platform Hour	28	0	0
Revenue Miles/Day	298	0	0
Avg. Boardings/Rev. Mile	3.61	0.00	0.00
Service Starts	5:16 AM	NS	NS
Service Ends	11:44 PM	NS	NS
Peak Headway	20	NS	NS
Midday/Evening Headway(s)	24	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	94%		
Household Income <\$30,000	16%		
Household Income <\$70,000	52%		
No Auto in Household	41%		
No Auto Available for This Trip	52%		
Minority Riders	60%		

**General Demographics Along the Route:**

- Population Density: Very low in the TAZ at the northwestern terminus and medium and high along the northern half of the route in Tysons Corner and low in the south, towards I-66
- Employment Density: High along the northern half of the route in Tysons Corner and very low to low in the south, towards I-66
- Low Income Households: Very low in the TAZ at the northwestern terminus and medium along the western side of the route and very low and low along the eastern side
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, and Lewinsville Senior Residences

**Connector Route 505 – Reston Town Center Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Providence, Hunter Mill		
Round Trip Route Length (miles)	24.63		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	94%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1370	601	367
Avg. Boardings/Trip	14	9	6
Platform Hours/Day	50.83	35.27	30.69
Revenue Hours/Day	49.57	34.75	30.17
Avg. Boardings/Platform Hour	27	17	12
Revenue Miles/Day	1219	862	739
Avg. Boardings/Rev. Mile	1.12	0.70	0.50
Service Starts	5:05 AM	7:30 AM	7:30 AM
Service Ends	11:58 PM	1:15 AM	11:10 PM
Peak Headway	30	30	30
Midday/Evening Headway(s)	15	30	30
Rider Demographics			
Trip Purpose: To or From Work	62%		
Household Income <\$30,000	26%		
Household Income <\$70,000	58%		
No Auto in Household	28%		
No Auto Available for This Trip	49%		
Minority Riders	51%		

**General Demographics Along the Route:**

- Population Density: Very low along the western half of the route, towards and in Reston, medium and high in Tysons Corner, and low east of Tysons Corner
- Employment Density: High in Reston and Tysons Corner, very low mid-route, and low at the southeastern terminus, near I-66
- Low Income Households: Very low and long along entire route except the southeastern terminus, near I-66, where density of low income households is medium
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Tall Oaks at Reston, Sunrise of Reston, and INOVA- Cameron Glen Care Center

**Connector Route 551 – South Reston Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Providence, Hunter Mill		
Round Trip Route Length (miles)	33.74		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	80%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	704	NS	NS
Avg. Boardings/Trip	23	0	0
Platform Hours/Day	27.93	0.0	0.0
Revenue Hours/Day	24.28	0	0
Avg. Boardings/Platform Hour	25	0	0
Revenue Miles/Day	506	0	0
Avg. Boardings/Rev. Mile	1.39	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	96%		
Household Income <\$30,000	4%		
Household Income <\$70,000	22%		
No Auto in Household	10%		
No Auto Available for This Trip	28%		
Minority Riders	36%		

**General Demographics Along the Route:**

- Population Density: Low and very low along most of route; medium near Hunter Mill; medium and high in Tysons Corner
- Employment Density: High in Tysons Corner and surrounding the western terminus; very low elsewhere
- Low Income Households: Very low to low along most of route; small area in Tysons Corner with medium/ high area of density; medium in a few places south of the Dulles Access Road
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Tall Oaks at Reston, Cedar Cove, Hunterswoods Senior Residences, Stempler/ Stone Home, and Stonegate

**Connector Route 552 – North Reston Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Providence, Hunter Mill		
Round Trip Route Length (miles)	40.95		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	95%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	500	NS	NS
Avg. Boardings/Trip	26	0	0
Platform Hours/Day	19.02	0.0	0.0
Revenue Hours/Day	11.97	0	0
Avg. Boardings/Platform Hour	26	0	0
Revenue Miles/Day	389	0	0
Avg. Boardings/Rev. Mile	1.29	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	99%		
Household Income <\$30,000	8%		
Household Income <\$70,000	15%		
No Auto in Household	5%		
No Auto Available for This Trip	16%		
Minority Riders	35%		

**General Demographics Along the Route:**

- Population Density: Very low and low along northern side of the route; medium on the southern side of the route in Reston and Tysons Corner; high along Gallows Rd., south of Tysons Corner
- Employment Density: High in Tysons Corner and along VA-267 in Reston, but very low in Reston around the western piece of the route; very low mid-route and near McLean
- Low Income Households: Medium near Reston, Tysons Corner, and I-66; very low and low along the rest
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Tall Oaks at Reston, Cedar Cove, Hunterswoods Senior Residences, Stempler/ Stone Home, and Stonegate

**Connector Route 553 – South Reston Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Providence, Hunter Mill		
Round Trip Route Length (miles)	34.98		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	88%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	226	NS	NS
Avg. Boardings/Trip	15	0	0
Platform Hours/Day	20.05	0.0	0.0
Revenue Hours/Day	15.07	0	0
Avg. Boardings/Platform Hour	11	0	0
Revenue Miles/Day	262	0	0
Avg. Boardings/Rev. Mile	0.86	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	25	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	91%		
Household Income <\$30,000	3%		
Household Income <\$70,000	19%		
No Auto in Household	1%		
No Auto Available for This Trip	25%		
Minority Riders	27%		

**General Demographics Along the Route:**

- Population Density: Medium and high in Tysons Corner and low surrounding Tysons and near the western terminus; very low mid-route
- Employment Density: High in Tysons Corner and in a small area of Reston; very low along the rest of the route
- Low Income Households: Very low and low in most places; medium in Tysons Corner, near I-66, and south of Reston
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Cedar Cove, Stempler/ Stone Home, Hunterswoods Senior Residences, and Stonegate

**Connector Route 554 – North Reston Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Providence, Hunter Mill		
Round Trip Route Length (miles)	29.67		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	98%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	424	NS	NS
Avg. Boardings/Trip	30	0	0
Platform Hours/Day	14.97	0.0	0.0
Revenue Hours/Day	11.90	0	0
Avg. Boardings/Platform Hour	28	0	0
Revenue Miles/Day	208	0	0
Avg. Boardings/Rev. Mile	2.04	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	94%		
Household Income <\$30,000	1%		
Household Income <\$70,000	17%		
No Auto in Household	1%		
No Auto Available for This Trip	14%		
Minority Riders	30%		

**General Demographics Along the Route:**

- Population Density: Medium and high in Reston and Tysons Corner; very low mid-route; low near I-66
- Employment Density: High in Reston and Tysons Corner, low near I-66, and very low throughout
- Low Income Households: Very low and low along entire route, except in Tysons Corner where density of low income households is medium
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Tall Oaks at Reston, and Lake Anne Senior Residences



**Connector Route 556 – Reston Town Center Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Hunter Mill		
Round Trip Route Length (miles)	12.44		
Rail Line/Station Connections	Thru-routed with 505 (West Falls Church)		
Weekday Ridership Ons & Offs at Metrorail Station	72%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	85	NS	NS
Avg. Boardings/Trip	4	0	0
Platform Hours/Day	10.73	0.0	0.0
Revenue Hours/Day	10.27	0	0
Avg. Boardings/Platform Hour	8	0	0
Revenue Miles/Day	124	0	0
Avg. Boardings/Rev. Mile	0.69	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>8</sup>			
Trip Purpose: To or From Work	92%		
Household Income <\$30,000	7%		
Household Income <\$70,000	28%		
No Auto in Household	9%		
No Auto Available for This Trip	24%		
Minority Riders	28%		

**General Demographics Along the Route:**

- Population Density: Medium surrounding northern half of route and low along southern half
- Employment Density: Very low surrounding northern half of route and high along southern half
- Low Income Households: Very low in the southern half of the route, medium in the north, and low in the northeastern portion
- Seniors: The route serves Lake Anne Senior Residences, Sunrise of Reston, and INOVA- Cameron Glen Care Center

<sup>8</sup> Data may not be statistically significant as only 35 surveys were received on the 556.

**Connector Route 557 – South Reston Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road    West Ox		
Magisterial District(s)	Sully, Hunter Mill, Dranesville		
Round Trip Route Length (miles)	36.51		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	92%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	373	NS	NS
Avg. Boardings/Trip	27	0	0
Platform Hours/Day	21.68	0.0	0.0
Revenue Hours/Day	13.43	0	0
Avg. Boardings/Platform Hour	17	0	0
Revenue Miles/Day	256	0	0
Avg. Boardings/Rev. Mile	1.46	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	92%		
Household Income <\$30,000	3%		
Household Income <\$70,000	16%		
No Auto in Household	5%		
No Auto Available for This Trip	16%		
Minority Riders	34%		

**General Demographics Along the Route:**

- Population Density: Low around Chantilly and through Reston into mid-route; medium and high in Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner and very low almost everywhere else
- Low Income Households: Very low in Chantilly, Reston, and north of VA-267; medium south of VA-267 in Tysons Corner
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Cedar Cove Nursing Home, and Stempler/ Stone Home

**Connector Route 574 – Tysons Corner-Reston Town Center Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Hunter Mill, Dranesville, Providence		
Round Trip Route Length (miles)	29.55		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	434	373	225
Avg. Boardings/Trip	12	12	8
Platform Hours/Day	37.42	32.66	28.66
Revenue Hours/Day	36.47	31.50	27.50
Avg. Boardings/Platform Hour	12	11	8
Revenue Miles/Day	547	473	414
Avg. Boardings/Rev. Mile	0.79	0.79	0.54
Service Starts	5:10 AM	6:10 AM	6:10 AM
Service Ends	11:55 PM	10:00 PM	8:00 PM
Peak Headway	60	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	44%		
Household Income <\$30,000	49%		
Household Income <\$70,000	82%		
No Auto in Household	46%		
No Auto Available for This Trip	80%		
Minority Riders	64%		

**General Demographics Along the Route:**

- Population Density: High north of Reston and east of Gallows Road; medium in Tysons Corner, very low to low throughout
- Employment Density: High in Reston and Tysons Corner, very low along remainder of route
- Low Income Households: Medium north of Reston and medium/ high west of route near Tysons Corner; very low to low surrounding remainder
- Seniors: The route serves the Pimmit Hills senior center and Sunrise at McLean, Avalon House at Cawdor, Our Lady of Lourdes Assisted Living, Tall Oaks at Reston, Lake Anne Senior Residences, Sunrise of Reston, and INOVA- Cameron Glen Care Center

**Connector Route 585 – Reston South Express Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Hunter Mill, Dranesville, Providence		
Round Trip Route Length (miles)	38.54		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	99%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	500	NS	NS
Avg. Boardings/Trip	21	0	0
Platform Hours/Day	28.2	0.0	0.0
Revenue Hours/Day	22.95	0	0
Avg. Boardings/Platform Hour	18	0	0
Revenue Miles/Day	462	0	0
Avg. Boardings/Rev. Mile	1.08	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	20	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	97%		
Household Income <\$30,000	5%		
Household Income <\$70,000	22%		
No Auto in Household	3%		
No Auto Available for This Trip	14%		
Minority Riders	40%		

**General Demographics Along the Route:**

- Population Density: Very low in Reston and along VA-267; medium along Reston Parkway and in Tysons Corner; high in southern Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner, very low along remainder of route
- Low Income Households: Very low in Reston and north of VA-267; medium south of VA-267 in Tysons Corner and along Reston Parkway
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Hunterswoods Senior Residences, Stonegate, and Stempler/ Stone Home

**Connector Route 595 – Pentagon Express**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Hunter Mill, Dranesville, Providence		
Round Trip Route Length (miles)	42.65		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	100%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	326	NS	NS
Avg. Boardings/Trip	25	0	0
Platform Hours/Day	18.7	0.0	0.0
Revenue Hours/Day	13.80	0	0
Avg. Boardings/Platform Hour	17	0	0
Revenue Miles/Day	277	0	0
Avg. Boardings/Rev. Mile	1.18	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	100%		
Household Income <\$30,000	1%		
Household Income <\$70,000	19%		
No Auto in Household	4%		
No Auto Available for This Trip	6%		
Minority Riders	17%		

**General Demographics Along the Route:**

- Population Density: Very low in Reston almost to Tysons Corner; medium and high in Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner, very low along remainder of route
- Low Income Households: Very low in Reston and north of VA-267; low south of VA-267; medium in Tysons Corner and near I-66
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, and Lewinsville Senior Residences

**Connector Route 597 – Crystal City Express**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Hunter Mill, Dranesville, Providence		
Round Trip Route Length (miles)	46.72		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	230	NS	NS
Avg. Boardings/Trip	23	0	0
Platform Hours/Day	18.63	0.0	0.0
Revenue Hours/Day	11.64	0	0
Avg. Boardings/Platform Hour	12	0	0
Revenue Miles/Day	234	0	0
Avg. Boardings/Rev. Mile	0.98	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	99%		
Household Income <\$30,000	1%		
Household Income <\$70,000	9%		
No Auto in Household	3%		
No Auto Available for This Trip	16%		
Minority Riders	27%		

**General Demographics Along the Route:**

- Population Density: Very low in Reston almost to Tysons Corner; medium and high in Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner, very low along remainder of route
- Low Income Households: Very low in Reston and north of VA-267; low south of VA-267; medium in Tysons Corner and near I-66
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, and Lewinsville Senior Residences

**Connector Route 605 – Fair Oaks-Reston Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	US-50    West Ox		
Magisterial District(s)	Hunter Mill, Sully, Springfield		
Round Trip Route Length (miles)	31.63		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	621	474	360
Avg. Boardings/Trip	21	18	16
Platform Hours/Day	31.37	26.8	22.7
Revenue Hours/Day	30.50	25.70	21.60
Avg. Boardings/Platform Hour	20	19	17
Revenue Miles/Day	474	411	348
Avg. Boardings/Rev. Mile	1.31	1.15	1.03
Service Starts	6:56 AM	7:11 AM	8:10 AM
Service Ends	10:20 PM	8:00 PM	6:59 PM
Peak Headway	60	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	47%		
Household Income <\$30,000	54%		
Household Income <\$70,000	84%		
No Auto in Household	43%		
No Auto Available for This Trip	79%		
Minority Riders	62%		

**General Demographics Along the Route:**

- Population Density: Low surrounding the northern and southern termini and along the west side of the Reston Parkway in Chantilly; medium and high in Centreville; very low along the eastern side of the Reston Parkway
- Employment Density: High surrounding the northern and southern termini; very low elsewhere
- Low Income Households: Low near the far northern and southern termini; very low in Centreville and Chantilly; medium surrounding parts of Reston Parkway
- Seniors: The route serves INOVA- Cameron Glen Care Center, Sunrise of Reston, Stonegate, Hunterswoods Senior Residences, Stempler/ Stone Home, Sunrise at Fair Oaks, Arden Courts, Manor Care Health Services, Heart and Home, and Gardens at Fair Oaks

**Connector Route 621 – Fairfax County Government Center Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	I-66		
Magisterial District(s)	Providence, Springfield		
Round Trip Route Length (miles)	17.51		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	99%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	233	NS	NS
Avg. Boardings/Trip	8	0	0
Platform Hours/Day	14.22	0.0	0.0
Revenue Hours/Day	12.61	0	0
Avg. Boardings/Platform Hour	16	0	0
Revenue Miles/Day	245	0	0
Avg. Boardings/Rev. Mile	0.95	0.00	0.00
Service Starts	8:38 AM	NS	NS
Service Ends	10:42 PM	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics <sup>9</sup>			
Trip Purpose: To or From Work	57%		
Household Income <\$30,000	18%		
Household Income <\$70,000	35%		
No Auto in Household	14%		
No Auto Available for This Trip	53%		
Minority Riders	14%		

**General Demographics Along the Route:**

- Population Density: Low near the north and south and medium and high through the middle
- Employment Density: High surrounding entire route but very low in the adjacent north
- Low Income Households: Low surrounding most of route; high just north of Fairfax Boulevard
- Seniors: The route serves Arden Courts, Manor Care Health Services, and Gardens at Fair Oaks

<sup>9</sup> Data may not be statistically significant as only 19 surveys were received on the 621.



**Connector Route 622 – Fairfax County Government Center Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	I-66		
Magisterial District(s)	Providence, Springfield		
Round Trip Route Length (miles)	14.14		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	99%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	290	NS	NS
Avg. Boardings/Trip	12	0	0
Platform Hours/Day	10.17	0.0	0.0
Revenue Hours/Day	8.21	0	0
Avg. Boardings/Platform Hour	29	0	0
Revenue Miles/Day	170	0	0
Avg. Boardings/Rev. Mile	1.71	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	95%		
Household Income <\$30,000	7%		
Household Income <\$70,000	36%		
No Auto in Household	11%		
No Auto Available for This Trip	21%		
Minority Riders	46%		

**General Demographics Along the Route:**

- Population Density: High around the northern terminus, medium mid-route, and low and very low in the south
- Employment Density: High along the western side of the route and very low along the northern side
- Low Income Households: Low surrounding most of route; high south of I-66
- Seniors: The route serves Arden Courts and Manor Care Health Services

**Connector Route 623 – Fairfax County Government Center Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	I-66		
Magisterial District(s)	Providence, Springfield		
Round Trip Route Length (miles)	30.99		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	101%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	480	NS	NS
Avg. Boardings/Trip	34	0	0
Platform Hours/Day	13.18	0.0	0.0
Revenue Hours/Day	10.73	0	0
Avg. Boardings/Platform Hour	36	0	0
Revenue Miles/Day	217	0	0
Avg. Boardings/Rev. Mile	2.21	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	94%		
Household Income <\$30,000	5%		
Household Income <\$70,000	35%		
No Auto in Household	7%		
No Auto Available for This Trip	25%		
Minority Riders	49%		

**General Demographics Along the Route:**

- Population Density: Low south of I-66; medium and high surrounding mid-route
- Employment Density: High throughout except the northern side of US-50
- Low Income Households: Mostly low; high south of I-66
- Seniors: The route serves Gardens at Fair Oaks

**Connector Route 922 – Herndon Line**

General Data			
Service Days/Periods	Weekday (except late morning)		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	22.09		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	238	NS	NS
Avg. Boardings/Trip	9	0	0
Platform Hours/Day	23.02	0.0	0.0
Revenue Hours/Day	21.62	0	0
Avg. Boardings/Platform Hour	10	0	0
Revenue Miles/Day	309	0	0
Avg. Boardings/Rev. Mile	0.77	0.00	0.00
Service Starts	4:45 AM	NS	NS
Service Ends	8:33 PM	NS	NS
Peak Headway	25	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics <sup>10</sup>			
Trip Purpose: To or From Work	90%		
Household Income <\$30,000	14%		
Household Income <\$70,000	55%		
No Auto in Household	33%		
No Auto Available for This Trip	45%		
Minority Riders	58%		

**General Demographics Along the Route:**

- Population Density: Low around the northern loop in Herndon; medium and very low along southern loop
- Employment Density: High along Fairfax County Parkway in the southern loop; medium in the north; low along the western portion
- Low Income Households: Very low surrounding southern loop; low around northern loop; medium mid-route
- Seniors: The route serves the Herndon Senior Center and Herndon Harbor House and INOVA-Cameron Glen Care Center

<sup>10</sup> Data may not be statistically significant as only 23 surveys were received on the 922.

**Connector Route 924 – Herndon Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Centreville Rd/Westfields...		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	14.32		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	190	NS	NS
Avg. Boardings/Trip	9	0	0
Platform Hours/Day	9.93	0.0	0.0
Revenue Hours/Day	8.30	0	0
Avg. Boardings/Platform Hour	19	0	0
Revenue Miles/Day	150	0	0
Avg. Boardings/Rev. Mile	1.27	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	24	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>11</sup>			
Trip Purpose: To or From Work	84%		
Household Income <\$30,000	23%		
Household Income <\$70,000	52%		
No Auto in Household	23%		
No Auto Available for This Trip	45%		
Minority Riders	58%		

**General Demographics Along the Route:**

- Population Density: Low surrounding northern half of route; very low around the southern terminus; medium mid-route
- Employment Density: Very low along northern half of route; high around the southern terminus and low mid-route
- Low Income Households: Very low surrounding the far northern portion of the route and the southern terminus; medium to low elsewhere
- Seniors: The route serves the Herndon Senior Center and Herndon Harbor House

<sup>11</sup> <sup>11</sup> Data may not be statistically significant as only 30 surveys were received on the 924.

**Connector Route 926 – Herndon Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Centreville Rd/Westfields...		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	13.58		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	137	NS	NS
Avg. Boardings/Trip	7	0	0
Platform Hours/Day	8.23	0.0	0.0
Revenue Hours/Day	7.90	0	0
Avg. Boardings/Platform Hour	17	0	0
Revenue Miles/Day	129	0	0
Avg. Boardings/Rev. Mile	1.06	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	24	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>12</sup>			
Trip Purpose: To or From Work	84%		
Household Income <\$30,000	45%		
Household Income <\$70,000	79%		
No Auto in Household	39%		
No Auto Available for This Trip	58%		
Minority Riders	84%		

**General Demographics Along the Route:**

- Population Density: Low surrounding northern half of route; very low around the southern terminus; medium mid-route
- Employment Density: Very low along northern half of route and high surrounding the southern half
- Low Income Households: Very low surrounding the far northern portion of the route and the southern terminus; medium to low elsewhere
- Seniors: The route serves the Herndon Senior Center and Herndon Harbor House

<sup>12</sup> Data may not be statistically significant as only 20 surveys were received on the 926.

**Connector Route 927 – South Herndon Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	NA		
Magisterial District(s)	Hunter Mill		
Round Trip Route Length (miles)	16.01		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	274	NS	NS
Avg. Boardings/Trip	9	0	0
Platform Hours/Day	16.13	0.0	0.0
Revenue Hours/Day	15.30	0	0
Avg. Boardings/Platform Hour	17	0	0
Revenue Miles/Day	240	0	0
Avg. Boardings/Rev. Mile	1.14	0.00	0.00
Service Starts	5:25 AM	NS	NS
Service Ends	8:51 PM	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	30	NS	NS
Rider Demographics <sup>13</sup>			
Trip Purpose: To or From Work	76%		
Household Income <\$30,000	24%		
Household Income <\$70,000	62%		
No Auto in Household	30%		
No Auto Available for This Trip	46%		
Minority Riders	59%		

**General Demographics Along the Route:**

- Population Density: Low surrounding the western loop and below the eastern terminus; mostly medium elsewhere
- Employment Density: High surrounding the western loop and along the northern portion of the route; very low near the southeastern portion
- Low Income Households: Very low along the northeastern portion; low below the eastern terminus; medium elsewhere
- Seniors: The route serves Kendrick Court

<sup>13</sup> Data may not be statistically significant as only 30 surveys were received on the 927.

**Connector Route 929 – Centreville Road Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Centreville Rd/Westfields...		
Magisterial District(s)	Hunter Mill, Sully		
Round Trip Route Length (miles)	33.94		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	191	NS	NS
Avg. Boardings/Trip	11	0	0
Platform Hours/Day	17.58	0.0	0.0
Revenue Hours/Day	16.40	0	0
Avg. Boardings/Platform Hour	11	0	0
Revenue Miles/Day	238	0	0
Avg. Boardings/Rev. Mile	0.80	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>14</sup>			
Trip Purpose: To or From Work	100%		
Household Income <\$30,000	3%		
Household Income <\$70,000	27%		
No Auto in Household	17%		
No Auto Available for This Trip	59%		
Minority Riders	95%		

**General Demographics Along the Route:**

- Population Density: Very low near the northern terminus and along the west side of Centreville Road; low surrounding the southern loop; medium west of Fairfax County Parkway
- Employment Density: High north of the northern half of the route; medium along Centreville Road; and very low elsewhere
- Low Income Households: Very low surrounding the northern and southern termini; low and medium mid-route
- Seniors: The route serves Kendrick Court

<sup>14</sup> Data may not be statistically significant as only 19 surveys were received on the 929.

**Connector Route 950 – Herndon/Reston Town Center Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Dulles Toll Road    Centreville		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	38.61		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	39%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	3428	2731	2279
Avg. Boardings/Trip	42	35	33
Platform Hours/Day	78.02	75.04	66.96
Revenue Hours/Day	76.35	73.76	65.60
Avg. Boardings/Platform Hour	44	36	35
Revenue Miles/Day	1486	1409	1274
Avg. Boardings/Rev. Mile	2.31	1.94	1.79
Service Starts	5:05 AM	5:56 AM	5:56 AM
Service Ends	12:55 AM	1:59 AM	12:05 AM
Peak Headway	30	30	30
Midday/Evening Headway(s)	30	30	30
Rider Demographics			
Trip Purpose: To or From Work	47%		
Household Income <\$30,000	47%		
Household Income <\$70,000	74%		
No Auto in Household	42%		
No Auto Available for This Trip	65%		
Minority Riders	72%		

**General Demographics Along the Route:**

- Population Density: Low surrounding the western and eastern terminus; very low near the Fairfax County Parkway until near Tysons Corner; medium to high in Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner; very low elsewhere
- Low Income Households: Low surrounding the termini and south of VA-267 near Tysons Corner; very low in Reston and north of VA-267; medium in Tysons Corner and near I-66
- Seniors: The route serves the Pimmit Hills, Herndon, and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Kendrick Court, Sunrise of Reston, INOVA- Cameron Glen Care Center, and Herndon Harbor House



**Connector Route 951 – Reston/Herndon Reverse Commute Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	28.05		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	90%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	254	NS	NS
Avg. Boardings/Trip	13	0	0
Platform Hours/Day	13.52	0.0	0.0
Revenue Hours/Day	11.78	0	0
Avg. Boardings/Platform Hour	19	0	0
Revenue Miles/Day	266	0	0
Avg. Boardings/Rev. Mile	0.95	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	98%		
Household Income <\$30,000	9%		
Household Income <\$70,000	52%		
No Auto in Household	31%		
No Auto Available for This Trip	50%		
Minority Riders	61%		

**General Demographics Along the Route:**

- Population Density: Very low from the Fairfax County Parkway, nearly to Tysons Corner; medium and high in Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner; low near I-66; very low elsewhere
- Low Income Households: Very low in Reston and north of VA-267; medium in Tysons Corner and near I-66
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Hunterswoods Senior Residences, and Stonegate

**Connector Route 952 – Reston/Herndon Reverse Commute Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	33.32		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	87%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	243	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	13.88	0.0	0.0
Revenue Hours/Day	12.44	0	0
Avg. Boardings/Platform Hour	18	0	0
Revenue Miles/Day	300	0	0
Avg. Boardings/Rev. Mile	0.81	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>15</sup>			
Trip Purpose: To or From Work	99%		
Household Income <\$30,000	19%		
Household Income <\$70,000	57%		
No Auto in Household	29%		
No Auto Available for This Trip	52%		
Minority Riders	67%		

**General Demographics Along the Route:**

- Population Density: Very low from the Fairfax County Parkway, nearly to Tysons Corner; medium and high in Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner; low near I-66; very low elsewhere
- Low Income Households: Very low in Reston and north of VA-267; medium in Tysons Corner and near I-66
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Tall Oaks at Reston, Sunrise of Reston, INOVA- Cameron Glen Care Center, and Kendrick Court

<sup>15</sup> Data may not be statistically significant as only 47 surveys were received on the 952.

**Connector Route 980 – Herndon/Reston Town Center Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	25.91		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	99%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	2690	NS	NS
Avg. Boardings/Trip	32	0	0
Platform Hours/Day	61.05	0.0	0.0
Revenue Hours/Day	51.44	0	0
Avg. Boardings/Platform Hour	44	0	0
Revenue Miles/Day	1088	0	0
Avg. Boardings/Rev. Mile	2.47	0.00	0.00
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	6	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	95%		
Household Income <\$30,000	6%		
Household Income <\$70,000	24%		
No Auto in Household	5%		
No Auto Available for This Trip	19%		
Minority Riders	52%		

**General Demographics Along the Route:**

- Population Density: Very low from the Fairfax County Parkway, nearly to Tysons Corner; medium and high in Tysons Corner; low near I-66
- Employment Density: High in Reston and Tysons Corner; low near I-66; very low elsewhere
- Low Income Households: Very low in Reston and north of VA-267; medium in Tysons Corner and near I-66
- Seniors: The route serves the Pimmit Hills and Lewinsville senior centers and the following senior housing facilities: Sunrise at McLean, Avalon House at Cawdor Court, Lewinsville House, Lewinsville Senior Residences, Tall Oaks at Reston, Sunrise of Reston, INOVA- Cameron Glen Care Center, and Kendrick Court

**Connector Route RIBS 1 – Lake Anne/Hunters Woods Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Hunter Mill		
Round Trip Route Length (miles)	11.95		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	708	522	357
Avg. Boardings/Trip	21	8	12
Platform Hours/Day	34.4	31.21	15.11
Revenue Hours/Day	33.63	30.69	14.85
Avg. Boardings/Platform Hour	21	17	24
Revenue Miles/Day	406	370	179
Avg. Boardings/Rev. Mile	1.74	1.41	1.99
Service Starts	5:05 AM	6:10 AM	6:05 AM
Service Ends	12:53 AM	11:58 PM	8:56 PM
Peak Headway	30	30	60
Midday/Evening Headway(s)	30	30	60
Rider Demographics <sup>16</sup>			
Trip Purpose: To or From Work	57%		
Household Income <\$30,000	55%		
Household Income <\$70,000	90%		
No Auto in Household	58%		
No Auto Available for This Trip	100%		
Minority Riders	79%		

**General Demographics Along the Route:**

- Population Density: High surrounding the northern half of the loop; very low mid-route; and medium in the south
- Employment Density: Very low in the north and south and high mid-route
- Low Income Households: Medium in the north and south and very low mid-route
- Seniors: The route serves Tall Oaks at Reston, Lake Anne Senior Residences, Sunrise of Reston, INOVA- Cameron Glen Care Center, Stonegate, and Hunterswoods Senior Residences

<sup>16</sup> Data may not be statistically significant, as only 25 surveys were collected for the RIBS 1.

**Connector Route RIBS 2 – South Lakes/Herndon-Monroe Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Hunter Mill		
Round Trip Route Length (miles)	11.57		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	968	801	467
Avg. Boardings/Trip	28	13	16
Platform Hours/Day	34.43	31.17	15.14
Revenue Hours/Day	33.66	30.65	14.88
Avg. Boardings/Platform Hour	28	26	31
Revenue Miles/Day	393	359	174
Avg. Boardings/Rev. Mile	2.46	2.23	2.68
Service Starts	5:05 AM	6:10 AM	6:05 AM
Service Ends	12:52 AM	11:58 PM	8:58 PM
Peak Headway	30	30	60
Midday/Evening Headway(s)	30	60 after 7 pm	60
Rider Demographics <sup>17</sup>			
Trip Purpose: To or From Work	59%		
Household Income <\$30,000	60%		
Household Income <\$70,000	90%		
No Auto in Household	56%		
No Auto Available for This Trip	82%		
Minority Riders	72%		

**General Demographics Along the Route:**

- Population Density: Very low mid-route; medium along the southern portion of the route; low in the northwestern corner
- Employment Density: High surrounding the northern half of the route and very low surrounding the southern half of the route
- Low Income Households: Very low surrounding most of the route; medium in the southwestern corner
- Seniors: The route serves Cedar Cove, Sunrise of Reston, INOVA- Cameron Glen Care Center, Stonegate, and Hunterswoods Senior Residences

<sup>17</sup> Data may not be statistically significant, as only 29 surveys were collected for the RIBS 2.

**Connector Route RIBS 3 – Lake Anne/Hunters Woods Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Hunter Mill		
Round Trip Route Length (miles)	12.84		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	964	616	415
Avg. Boardings/Trip	28	10	14
Platform Hours/Day	34.33	31.07	15.02
Revenue Hours/Day	33.56	30.55	14.76
Avg. Boardings/Platform Hour	28	20	28
Revenue Miles/Day	437	398	193
Avg. Boardings/Rev. Mile	2.21	1.55	2.15
Service Starts	5:05 AM	6:10 AM	6:10 AM
Service Ends	12:51 AM	11:55 PM	8:55 PM
Peak Headway	30	30	60
Midday/Evening Headway(s)	30	60 after 7 pm	60
Rider Demographics <sup>18</sup>			
Trip Purpose: To or From Work	61%		
Household Income <\$30,000	70%		
Household Income <\$70,000	95%		
No Auto in Household	86%		
No Auto Available for This Trip	91%		
Minority Riders	63%		

**General Demographics Along the Route:**

- Population Density: High surrounding the northern half of the loop; very low mid-route; and medium in the south
- Employment Density: Very low in the north and south and high mid-route
- Low Income Households: Medium in the north and south and very low mid-route
- Seniors: The route serves Tall Oaks at Reston, Lake Anne Senior Residences, Sunrise of Reston, INOVA- Cameron Glen Care Center, Stonegate, and Hunterswoods Senior Residences

<sup>18</sup> Data may not be statistically significant, as only 24 surveys were collected for the RIBS 3.

**Connector Route RIBS 4 – North Point/Herndon Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Hunter Mill, Dranesville		
Round Trip Route Length (miles)	14.42		
Rail Line/Station Connections	none		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	566	478	243
Avg. Boardings/Trip	17	8	8
Platform Hours/Day	31.57	30.49	15.24
Revenue Hours/Day	30.80	29.97	14.98
Avg. Boardings/Platform Hour	18	16	16
Revenue Miles/Day	490	447	216
Avg. Boardings/Rev. Mile	1.16	1.07	1.13
Service Starts	6:05 AM	6:00 AM	6:00 AM
Service Ends	10:59 PM	10:59 PM	8:59 PM
Peak Headway	30	30	60
Midday/Evening Headway(s)	30	60 after 7 pm	60
Rider Demographics <sup>19</sup>			
Trip Purpose: To or From Work	57%		
Household Income <\$30,000	59%		
Household Income <\$70,000	85%		
No Auto in Household	54%		
No Auto Available for This Trip	89%		
Minority Riders	74%		

**General Demographics Along the Route:**

- Population Density: High surrounding the eastern loop; low to medium elsewhere
- Employment Density: Very low surrounding the eastern loop and the northern edge of the route; high on the south side of the route
- Low Income Households: Medium surrounding the eastern loop; very low to low elsewhere
- Seniors: The route serves the Herndon Senior Center and Herndon Harbor House, INOVA-Cameron Glen Care Center, Sunrise of Reston, Tall Oaks at Reston, and Lake Anne Senior Residences

<sup>19</sup> Data may not be statistically significant, as only 48 surveys were collected for the RIBS 4.

**Metrobus Route 1B,1D,1E,1F,1Z – Wilson Blvd Line**

General Data			
Service Days/Periods		All	
Priority Corridor(s)		US-50	
Magisterial District(s)		Providence, Mason	
Round Trip Route Length (miles)		20.96	
Rail Line/Station Connections		Vienna, Dunn Loring, Ballston - Orange	
Weekday Ridership Ons & Offs at Metrorail Station		54%	
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	4864	2509	2033
Avg. Boardings/Trip	41	35	38
Platform Hours/Day	108.12	71.28	40.17
Revenue Hours/Day	88.95	54.67	30.17
Avg. Boardings/Platform Hour	45	35	51
Revenue Miles/Day	1257	847	451
Avg. Boardings/Rev. Mile	3.87	2.96	4.51
Service Starts	4:53 AM	5:38 AM	7:30 AM
Service Ends	3:44 AM	12:45 AM	10:48 PM
Peak Headway	15 - 30	30 (served by 1A)	30 on the eastern part of the route toward Ballston
Midday/Evening Headway(s)	*30 overall *60 after midnight	*40 after 10 pm, toward Ballston *also seved by 1F at 10 pm *60 min headway toward Vienna	60 on western part of route *60 after 7 pm on eastern part of route
Rider Demographics			
Trip Purpose: To or From Work		80%	
Household Income <\$30,000		54%	
Household Income <\$70,000		84%	
No Auto in Household		54%	
No Auto Available for This Trip		80%	
Minority Riders		66%	

**General Demographics Along the Route:**

- Population Density: Medium along most of route; high along the portion near I-95; low in the mid-route spurs south of US-50; high near the border of D.C.
- Employment Density: Medium surrounding the western terminus and near western Annandale; high mid-route and near the D.C. border; very low to low elsewhere
- Low Income Households: Medium along most of route; very low mid-route; medium/ high in one TAZ mid-route and near D.C.
- Seniors: The route serves the James Lee Senior Center and the following senior living facilities: Cardinal Nursing and Rehabilitation Center and The Virginian, Sunrise of Fairfax, James Lee Senior Community, and Lockwood/ Elmwood House



**Metrobus Route 1C – Fair Oaks-Dunn Loring Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	US-50		
Magisterial District(s)	Providence, Springfield		
Round Trip Route Length (miles)	19.82		
Rail Line/Station Connections	Dunn Loring -Orange		
Weekday Ridership Ons & Offs at Metrorail Station	26%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1275	865	819
Avg. Boardings/Trip	25	26	29
Platform Hours/Day	46.32	31.5	25.1
Revenue Hours/Day	33.35	19.4	14.68
Avg. Boardings/Platform Hour	28	27	33
Revenue Miles/Day	505	346	287
Avg. Boardings/Rev. Mile	2.52	2.50	2.85
Service Starts	4:51 AM	6:34 AM	7:25 AM
Service Ends	11:52 PM	11:02 PM	9:25 PM
Peak Headway	25	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	83%		
Household Income <\$30,000	56%		
Household Income <\$70,000	91%		
No Auto in Household	61%		
No Auto Available for This Trip	83%		
Minority Riders	69%		

**General Demographics Along the Route:**

- Population Density: Medium surrounding the western terminus and around the eastern half of the route; high around the northeastern tip; low mid-route
- Employment Density: High surrounding the western and eastern ends of the route and in the eastern have of the City of Fairfax; medium in western Fairfax city and north of Arlington Boulevard along the eastern portion of the route; very low south of Arlington Boulevard, south of the City of Fairfax
- Low Income Households: Mostly medium along route with pockets of very low in the City of Fairfax and near the end points; one TAZ of high density on the north side of the western end of route
- Seniors: The route serves Iliff Nursing and Rehabilitation, Cardinal Nursing and Rehabilitation Center and The Virginian, Sunrise of Fairfax, Joyous Group Home, Home ElderCare, Fairfax Nursing Center, Inc., and Gardens at Fair Oaks

**Metrobus Route 2A,2B,2C,2G – Washington Blvd Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	US-29		
Magisterial District(s)	Providence, Springfield		
Round Trip Route Length (miles)	28.1		
Rail Line/Station Connections	Ballston, East Falls Church, Dunn Loring, Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	59%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	4182	2461	810
Avg. Boardings/Trip	40	34	24
Platform Hours/Day	104.92	67.97	20.38
Revenue Hours/Day	91.13	51.72	16.93
Avg. Boardings/Platform Hour	40	36	40
Revenue Miles/Day	1475	957	319
Avg. Boardings/Rev. Mile	2.83	2.57	2.54
Service Starts	4:52 AM	5:55 AM	5:59 AM
Service Ends	12:56 AM	1:00 AM	11:06 PM
Peak Headway	15 - 30	*30 at eastern part of route *60 at western part of route	60
Midday/Evening Headway(s)	30, 60	*30 at eastern part of route *60 at western part of route	60
Rider Demographics			
Trip Purpose: To or From Work	92%		
Household Income <\$30,000	47%		
Household Income <\$70,000	79%		
No Auto in Household	44%		
No Auto Available for This Trip	63%		
Minority Riders	62%		

**General Demographics Along the Route:**

- Population Density: Medium surrounding the western loop and south of US-29; small pockets of high adjacent to US-29; mostly low north of US-29 and around the City of Fairfax; very low close to Chain Bridge Road
- Employment Density: Medium and high along entire route, except in pocket north of US-29, west of Falls Church
- Low Income Households: Very low to low along northern side of western half of route and surrounding western loop; mostly medium on the southern side of route
- Seniors: The route serves the James Lee Senior Center and the following senior living facilities: James Lee Senior Community, Sunrise of Falls Church, Avalon House on High Street, Cardinal Nursing and Rehabilitation Center and The Virginian, Sunrise of Fairfax, Joyous Group Home, Home ElderCare, Fairfax Nursing Center, Inc., and Gardens at Fair Oaks

**Metrobus Route 2T – Tysons Corner-Dunn Loring Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	VA-123		
Magisterial District(s)	Providence, Hunter Mill		
Round Trip Route Length (miles)	21.32		
Rail Line/Station Connections	Dunn Loring -Orange		
Weekday Ridership Ons & Offs at Metrorail Station	42%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1146	662	391
Avg. Boardings/Trip	23	20	20
Platform Hours/Day	42.77	30.13	14.97
Revenue Hours/Day	34.42	21.10	11.62
Avg. Boardings/Platform Hour	27	22	26
Revenue Miles/Day	522	352	213
Avg. Boardings/Rev. Mile	2.19	1.88	1.84
Service Starts	5:30 AM	5:55 AM	10:00 AM
Service Ends	11:43 PM	10:34 PM	7:46 PM
Peak Headway	30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics			
Trip Purpose: To or From Work	97%		
Household Income <\$30,000	52%		
Household Income <\$70,000	81%		
No Auto in Household	46%		
No Auto Available for This Trip	73%		
Minority Riders	63%		

**General Demographics Along the Route:**

- Population Density: Low along Chain Bridge Road and into Merrifield/ Dunn Loring; medium in Tysons Corner; very low surrounding the loop in the northern quarter of the route
- Employment Density: High in Tysons Corner and in some areas south of Chain Bridge Road; low in most other areas surrounding Chain Bridge Road; very low close to I-66
- Low Income Households: Medium near the western-most piece of route; very low to low elsewhere
- Seniors: The route serves the Pimmit Hills Senior Center and Iliff Nursing and Rehabilitation, Ayr Hill Adult Home, Sunrise at McLean, and Avalon House at Cawdor Court

**Metrobus Route 2W – Vienna-Oakton Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	VA-123		
Magisterial District(s)	Hunter Mill, Providence		
Round Trip Route Length (miles)	15.37		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	92%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	240	NS	NS
Avg. Boardings/Trip	17	0	0
Platform Hours/Day	6.93	0	0
Revenue Hours/Day	5.70	0	0
Avg. Boardings/Platform Hour	35	0	0
Revenue Miles/Day	108	0	0
Avg. Boardings/Rev. Mile	2.23	0	0
Service Starts	Peak Only	5:55 AM	NS
Service Ends	-	10:34 PM	NS
Peak Headway	30	60	NS
Midday/Evening Headway(s)	NS	60	NS
Rider Demographics <sup>20</sup>			
Trip Purpose: To or From Work	94%		
Household Income <\$30,000	33%		
Household Income <\$70,000	47%		
No Auto in Household	20%		
No Auto Available for This Trip	27%		
Minority Riders	19%		

**General Demographics Along the Route:**

- Population Density: Very low on the north side of Chain Bridge Road; medium south of I-66; very low and low within the route's triangle
- Employment Density: Primarily very low north of I-66; high within the western loop, under Chain Bridge Road
- Low Income Households: Mostly very low surrounding entire route, with small pocket of low near the western half of the route
- Seniors: The route serves the Ayr Hill Adult Home, Joyous Group Home, Cardinal Nursing and Rehabilitation Center and The Virginian, and Sunrise of Fairfax

<sup>20</sup> Data may not be statistically significant, as only 16 surveys were received for this route.

**Metrobus Route 3A, 3B, 3E, 3F – Lee Highway Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Providence, Mason, Braddock (no F in GIS; no matches found in wmata.com either)		
Round Trip Route Length (miles)	23.09		
Rail Line/Station Connections	West Falls Church, East Falls Church, Rosslyn - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	80%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	2608	1056	498
Avg. Boardings/Trip	25	15	14
Platform Hours/Day	93.8	57.5	8.77
Revenue Hours/Day	74.73	46.10	22.25
Avg. Boardings/Platform Hour	28	18	57
Revenue Miles/Day	1061	698	370
Avg. Boardings/Rev. Mile	2.46	1.51	1.35
Service Starts	5:00 AM	5:50 AM	6:21 AM
Service Ends	12:47 AM	12:41 AM	11:09 PM
Peak Headway	10 - 30	*30 on eastern part of route *60 on western part of route	60
Midday/Evening Headway(s)	30, 40, 60	40 and 60 after midnight headway	60
Rider Demographics (3A, 3B)			
Trip Purpose: To or From Work	83%		
Household Income <\$30,000	29%		
Household Income <\$70,000	62%		
No Auto in Household	30%		
No Auto Available for This Trip	55%		
Minority Riders	49%		

**General Demographics Along the Route:**

- Population Density: Medium and high in the north, near US- 29 and the far south, around Little River Turnpike; mostly low through Annandale and in the north, near I-66
- Employment Density: Medium and high in the north, near US- 29 and the south, around Little River Turnpike; very low through Annandale and in the north, near I-66; low south of Little River Turnpike
- Low Income Households: Medium in the areas south of Little River Turnpike, through Annandale and Falls Church; medium/ high on the northern side of the Little River Turnpike; very low in northern Falls Church and a low TAZ mid-route and on the far northern end of the route
- Seniors: The route serves the James Lee Senior Center and the following senior residences: James Lee Senior Residences, Avalon House on High Street, Sunrise of Falls Church, and Potomac Homes

**Metrobus Route 3T – Pimmit Hills Line**

General Data			
Service Days/Periods	Weekday and Saturday		
Priority Corridor(s)	VA-123		
Magisterial District(s)	Providence, Dranesville		
Round Trip Route Length (miles)	20.07		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	34%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1061	512	NS
Avg. Boardings/Trip	17	16	0
Platform Hours/Day	51.85	25.17	0
Revenue Hours/Day	41.37	17.73	0
Avg. Boardings/Platform Hour	20	20	0
Revenue Miles/Day	642	321	0
Avg. Boardings/Rev. Mile	1.65	1.60	0
Service Starts	5:40 AM	6:01 AM	NS
Service Ends	10:27 PM	10:32 PM	NS
Peak Headway	20	60	NS
Midday/Evening Headway(s)	60	60	NS
Rider Demographics			
Trip Purpose: To or From Work	83%		
Household Income <\$30,000	29%		
Household Income <\$70,000	73%		
No Auto in Household	26%		
No Auto Available for This Trip	65%		
Minority Riders	54%		

**General Demographics Along the Route:**

- Population Density: Medium north of Chain Bridge Road and high near the intersection of Chain Bridge Road and I-66; very low closer to Gallows Road
- Employment Density: High surrounding northern half of route; low and medium closer to I-66; very low south of I-66
- Low Income Households: Very low south of I-66; medium between I-66 and Chain Bridge Road and in northern Tysons Corner; very low in the area near Gallows Road
- Seniors: The route serves the Lewinsville and Pimmit Hills senior centers and Lewinsville Senior Residences, Lewinsville House, Avalon House at Cawdor Court, Sunrise at McLean, and Avalon House on High Street

**Metrobus Route 4A,4B,4E,4H – Pershing Dr.-Arlington Blvd Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Mason		
Round Trip Route Length (miles)	16.44		
Rail Line/Station Connections	Court House - Orange Rosslyn - Orange/Blue		
Weekday Ridership Ons & Offs at Metrorail Station	62%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	2241	NC	541
Avg. Boardings/Trip	19	12	13
Platform Hours/Day	71.3	29.63	15.43
Revenue Hours/Day	56.33	22.97	11.98
Avg. Boardings/Platform Hour	31	24	35
Revenue Miles/Day	831	364	210
Avg. Boardings/Rev. Mile	2.70	1.92	2.58
Service Starts	5:33 AM	6:19 AM	6:26 AM
Service Ends	12:46 AM	11:31 PM	10:19 PM
Peak Headway	10 - 30	40 on each end of the route (4B and 4H)	60 (only 4B)
Midday/Evening Headway(s)	25	60 in the middle of the route (4H)and after 7 pm	60 (only 4B)
Rider Demographics (4A)			
Trip Purpose: To or From Work	88%		
Household Income <\$30,000	47%		
Household Income <\$70,000	64%		
No Auto in Household	42%		
No Auto Available for This Trip	62%		
Minority Riders	44%		

**General Demographics Along the Route:**

- Population Density: High along the border with D.C. and medium along the west side of route
- Employment Density: Medium west and south of route; high and low near US-50
- Low Income Households: Medium to medium/ high throughout
- Seniors: The route serves the Lockwood/ Elmwood House

**Metrobus Route 5A – DC-Dulles Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Dulles Toll Road		
Magisterial District(s)	Dranesville, Hunter Mill		
Round Trip Route Length (miles)	60.74		
Rail Line/Station Connections	Rosslyn - Orange/Blue L'Enfant Plaza - Yellow/Green/Orange/Blue		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1506	864	958
Avg. Boardings/Trip	28	24	27
Platform Hours/Day	54.83	34.83	35.02
Revenue Hours/Day	49.90	31.03	32.05
Avg. Boardings/Platform Hour	27	25	27
Revenue Miles/Day	1640	1103	1103
Avg. Boardings/Rev. Mile	0.92	0.78	0.87
Service Starts	4:50 AM	5:30 AM	5:30 AM
Service Ends	12:29 AM	12:25 AM	12:23 AM
Peak Headway	30	60	60
Midday/Evening Headway(s)	40 or 60	60	60
Rider Demographics			
Trip Purpose: To or From Work	64%		
Household Income <\$30,000	22%		
Household Income <\$70,000	60%		
No Auto in Household	35%		
No Auto Available for This Trip	57%		
Minority Riders	59%		

**General Demographics Along the Route:**

- Population Density: Low between I-66 and Dolley Madison Boulevard and north of Chain Bridge Road in Tysons Corner; medium and high in Tysons Corner, south of the Dulles Access Road; low to very low along the Dulles Access Road through Reston into Loudon County
- Employment Density: High in Tysons Corner and in Reston to Loudon County; very low between Tysons Corner and Reston; medium on the west side of the route, near I-66 and very low on the east side
- Low Income Households: Very low north of the Dulles Access Road and in Reston; low south of the Dulles Access Road, on the western side of the route, near I-66, and near the Loudon County border
- Seniors: The route serves the Pimmit Hills, Lewinsville, and Herndon senior centers and the following senior living facilities: Lockwood/ Elmwood House, Sunrise of Falls Church, Avalon House on High Street, Avalon House at Cawdor Court, Sunrise at McLean, Powhatan Nursing Home, Inc., Avalon House at Gerard Court, Lewinsville Senior Residences, Lewinsville House, Tall Oaks at Reston, Sunrise of Reston, INOVA- Cameron Glen Care Center, Hunterswoods, and Stonegate



**Metrobus Route 7A,7B,7C,7D,7E,7F,7P,7W,7X – Lincolnia-North Fairlington Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	I-95/395		
Magisterial District(s)	Mason		
Round Trip Route Length (miles)	21.9		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	86%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	4860	1830	1140
Avg. Boardings/Trip	23	27	25
Platform Hours/Day	116.63	50.22	9.65
Revenue Hours/Day	94.83	41.58	23.82
Avg. Boardings/Platform Hour	42	36	118
Revenue Miles/Day	1654	656	454
Avg. Boardings/Rev. Mile	2.94	2.79	2.51
Service Starts	5:05 AM	6:20 AM	7:30 AM
Service Ends	12:54 AM (3:54 AM Friday)	3:02 AM	12:41 AM
Peak Headway	2 - 20	30	40 or 45 (served by 7A)
Midday/Evening Headway(s)	*30 or 40 *60 after midnight	*60 or 65 at Morgan and Chambliss Sts (served by 7F) *60 after 9 pm (only 7A)	60 after 9 pm (served by 7A)
Rider Demographics (7A, 7C, 7F, 7W)			
Trip Purpose: To or From Work	92%		
Household Income <\$30,000	28%		
Household Income <\$70,000	73%		
No Auto in Household	35%		
No Auto Available for This Trip	52%		
Minority Riders	61%		

**General Demographics Along the Route:**

- Population Density: Medium
- Employment Density: Medium
- Low Income Households: Medium/ high
- Seniors: The route serves the Lincolnia Senior Center and Lincolnia Senior Residences, Dawes House, and David Lane House

**Metrobus Route 9A,9E – Huntington-Pentagon Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	14.3		
Rail Line/Station Connections	Huntington - Yellow Braddock Road - Blue/Yellow Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	80%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1984	1296	885
Avg. Boardings/Trip	22	17	17
Platform Hours/Day	64.82	57.45	33.25
Revenue Hours/Day	49.42	39.88	24.95
Avg. Boardings/Platform Hour	31	23	27
Revenue Miles/Day	658	585	387
Avg. Boardings/Rev. Mile	3.02	2.21	2.29
Service Starts	4:30 AM	5:24 AM	5:00 AM
Service Ends	1:54 AM	1:48 AM	12:53 AM
Peak Headway	5 - 30	30	40 (served by 9A all day)
Midday/Evening Headway(s)	30	60 after midnight (served by 9A all day)	60 from 5 to 9 am and 9pm to closing
Rider Demographics (9A)			
Trip Purpose: To or From Work	83%		
Household Income <\$30,000	60%		
Household Income <\$70,000	89%		
No Auto in Household	54%		
No Auto Available for This Trip	81%		
Minority Riders	78%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: High on the northeast side of the route, close to Alexandria; low southwest of route
- Employment Density: High on the northeast side of the route, close to Alexandria; medium southwest of route
- Low Income Households: Medium surrounding entire route
- Seniors: This route serves the Huntington Senior Community

**Metrobus Route 11Y – Mt. Vernon Express Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	38.98		
Rail Line/Station Connections	several in DC		
Weekday Ridership Ons & Offs at Metrorail Station	0%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	430	NS	NS
Avg. Boardings/Trip	48	0	0
Platform Hours/Day	9.87	0	0
Revenue Hours/Day	12.97	0	0
Avg. Boardings/Platform Hour	44	0	0
Revenue Miles/Day	175	0	0
Avg. Boardings/Rev. Mile	2.45	0	0
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	15 - 20	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	100%		
Household Income <\$30,000	5%		
Household Income <\$70,000	39%		
No Auto in Household	6%		
No Auto Available for This Trip	20%		
Minority Riders	12%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Mostly low; very low surrounding western terminus and in two places along the border with Prince George's County
- Employment Density: Very low along entire route; low adjacent to the western terminus
- Low Income Households: Medium near Alexandria; mostly very low to low surrounding southwestern half of route
- Seniors: The route serves the Hollin Hall Senior Center, as well as the Paul Springs Retirement Community and ManorCare Health Services- Alexandria

**Metrobus Route 12A, 12E, 12F, 12G – Centreville South Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	Braddock Rd.		
Magisterial District(s)	Providence, Springfield, Sully		
Round Trip Route Length (miles)	30.85		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	99%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	753	NS	NS
Avg. Boardings/Trip	21	0	0
Platform Hours/Day	29.18	0	0
Revenue Hours/Day	24.70	0	0
Avg. Boardings/Platform Hour	26	0	0
Revenue Miles/Day	555	0	0
Avg. Boardings/Rev. Mile	1.36	0	0
Service Starts	5:21 AM	NS	NS
Service Ends	9:12 PM	NS	NS
Peak Headway	15 - 20	NS	NS
Midday/Evening Headway(s)	35 or 40	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	90%		
Household Income <\$30,000	4%		
Household Income <\$70,000	36%		
No Auto in Household	3%		
No Auto Available for This Trip	11%		
Minority Riders	32%		

**General Demographics Along the Route:**

- Population Density: Very low near D.C., Fort Belvoir, and one TAZ mid-route; low elsewhere
- Employment Density: Low mid-route and west of the western terminus; very low elsewhere
- Low Income Households: Medium in the areas near D.C.; medium/ high mid-route, next to a TAZ of very low; low near Fort Belvoir and scattered throughout
- Seniors: The route serves Hollin Hall Senior Center as well as Paul Spring Retirement Community and ManorCare Health Services- Alexandria

**Metrobus Route 12C, 12D – Centreville North Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	I-66		
Magisterial District(s)	Providence, Springfield, Sully		
Round Trip Route Length (miles)	32.85		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	99%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	432	NS	NS
Avg. Boardings/Trip	19	0	0
Platform Hours/Day	18.8	0	0
Revenue Hours/Day	15.87	0	0
Avg. Boardings/Platform Hour	23	0	0
Revenue Miles/Day	378	0	0
Avg. Boardings/Rev. Mile	1.14	0	0
Service Starts	5:19 AM	NS	NS
Service Ends	8:01 PM	NS	NS
Peak Headway	30 - 35	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics <sup>21</sup> (12C/12D)			
Trip Purpose: To or From Work	94%/87%		
Household Income <\$30,000	12%/0%		
Household Income <\$70,000	33%/40%		
No Auto in Household	11%/0%		
No Auto Available for This Trip	26%/23%		
Minority Riders	36%/41%		

**General Demographics Along the Route:**

- Population Density: Medium and high near the eastern end, east of the City of Fairfax, on the western end near Stone Road, and mid-route, in Centreville, adjacent to I-66; low through the City of Fairfax, south of Westfields Boulevard, and west of Stone Road; very low surrounding the northwestern loop, near Braddock Road
- Employment Density: High surrounding the northwestern loop, near Braddock Road, in the east of the City of Fairfax and mid-route; very low around the eastern half of the route and in the west, north of I-66; medium in the east of the City of Fairfax and the far eastern loop
- Low Income Households: Very low and low north of I-66 and mid-route, south of I-66; mostly medium south of I-66, except mid-route
- Seniors: The route serves the Sully Senior Center and the following senior living facilities: Sunrise of Fairfax, Cardinal Nursing and Rehabilitation Center and The Virginian, Joyous Group Home, Home ElderCare, and Gardens at Fair Oaks

<sup>21</sup> Data may not be statistically significant, as only 43 surveys were received for the 12C and 8 for the 12D.

**Metrobus Route 12L, 12M – Little Rocky Run-Vienna Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	I-66		
Magisterial District(s)	Providence, Springfield, Sully		
Round Trip Route Length (miles)	24.6		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	98%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	346	NS	NS
Avg. Boardings/Trip	17	0	0
Platform Hours/Day	13.15	0	0
Revenue Hours/Day	11.30	0	0
Avg. Boardings/Platform Hour	26	0	0
Revenue Miles/Day	246	0	0
Avg. Boardings/Rev. Mile	1.41	0	0
Service Starts	5:33 AM	NS	NS
Service Ends	7:30 PM	NS	NS
Peak Headway	30 - 35	NS	NS
Midday/Evening Headway(s)	30 or 35	NS	NS
Rider Demographics <sup>22</sup> (12L)			
Trip Purpose: To or From Work	100%		
Household Income <\$30,000	5%		
Household Income <\$70,000	34%		
No Auto in Household	0%		
No Auto Available for This Trip	12%		
Minority Riders	63%		

**General Demographics Along the Route:**

- Population Density: Medium and high near the eastern end, east of the City of Fairfax, on the western end near New Braddock Road, and mid-route, in Centreville, adjacent to I-66; low through the City of Fairfax
- Employment Density: High in the east of the City of Fairfax and mid-route; very low in a few TAZs in the south of the route, south of I-66 and in the west, north of I-66; low surrounding the southwestern loop
- Low Income Households: Very low and low north of I-66, and near the intersection of I-66 and Fairfax County Parkway; medium south of I-66 in the City of Fairfax and surrounding the western loop
- Seniors: The route serves the Sully Senior Center and the following senior living facilities: Sunrise of Fairfax, Cardinal Nursing and Rehabilitation Center and The Virginian, Joyous Group Home, Home ElderCare, and Gardens at Fair Oaks

<sup>22</sup> Data is for 12L only. May not be statistically significant, as only 25 surveys were received for the 12L.

**Metrobus Route 12R, 12S – Stringfellow Road-Vienna Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	I-66		
Magisterial District(s)	Providence, Springfield, Sully		
Round Trip Route Length (miles)	26.88		
Rail Line/Station Connections	Rosslyn - Orange/Blue		
Weekday Ridership Ons & Offs at Metrorail Station	98%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	398	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	19.77	0	0
Revenue Hours/Day	16.13	0	0
Avg. Boardings/Platform Hour	20	0	0
Revenue Miles/Day	376	0	0
Avg. Boardings/Rev. Mile	1.06	0	0
Service Starts	5:35 AM	NS	NS
Service Ends	7:55 PM	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>23</sup> (12R/12S)			
Trip Purpose: To or From Work	88%/90%		
Household Income <\$30,000	10%/1%		
Household Income <\$70,000	20%/28%		
No Auto in Household	12%/10%		
No Auto Available for This Trip	15%/20%		
Minority Riders	61%/58%		

**General Demographics Along the Route:**

- Population Density: Medium and high near the eastern end, east of the City of Fairfax, on the southwestern end near Stone Road, and mid-route, in Centreville, adjacent to I-66; low through the City of Fairfax, south of Westfields Boulevard, and west of Stone Road; very low surrounding the northwestern loop, near Braddock Road and the northern fork, near Poplar Tree Boulevard
- Employment Density: High surrounding the northwestern loop, near Braddock Road, and the northern fork near Poplar Tree Boulevard, in the east of the City of Fairfax and mid-route; very low around the eastern half of the route and in the west, north of I-66; medium in the east of the City of Fairfax and the far eastern loop
- Low Income Households: Very low and low north of I-66, and near the intersection of I-66 and Fairfax County Parkway and close to New Braddock Road; medium south of I-66 in the City of Fairfax
- Seniors: The route serves the Sully Senior Center and the following senior living facilities: Sunrise of Fairfax, Cardinal Nursing and Rehabilitation Center and The Virginian, Joyous Group Home, Home ElderCare, Gardens at Fair Oaks, Forest Glen Senior Residences, Heart and Home LLC, ManorCare Health Services- Fairfax, and Arden Courts (ManorCare Health)

<sup>23</sup> Data may not be statistically significant, as only 31 surveys were received for the 12R. The 12S is statistically valid with 60 surveys received.

**Metrobus Route 15K, 15L – Chain Bridge Road Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	VA-123		
Magisterial District(s)	Dranesville, Providence, Hunter Mill, Braddock		
Round Trip Route Length (miles)	42.0		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	63%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	577	NS	NS
Avg. Boardings/Trip	23	0	0
Platform Hours/Day	31.52	0	0
Revenue Hours/Day	28.72	0	0
Avg. Boardings/Platform Hour	18	0	0
Revenue Miles/Day	525	0	0
Avg. Boardings/Rev. Mile	1.10	0	0
Service Starts	5:54 AM	NS	NS
Service Ends	8:08 PM	NS	NS
Peak Headway	30 - 40	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics <sup>24</sup> (15K/15L)			
Trip Purpose: To or From Work	100%/76%		
Household Income <\$30,000	17%/13%		
Household Income <\$70,000	58%/76%		
No Auto in Household	42%/63%		
No Auto Available for This Trip	51%/75%		
Minority Riders	41%/75%		

**General Demographics Along the Route:**

- Population Density: Very low west of Gallows Road in Tysons Corner, north of Chain Bridge Road, and south of the City of Fairfax; low south of Chain Bridge Road/ Dolley Madison Boulevard, in the City of Fairfax, and outside Tysons Corner; medium in northern Tysons Corner and high in Tysons Corner, east of Gallows Road
- Employment Density: High close to Dolley Madison Boulevard, in Tysons Corner, and in the south and west of the City of Fairfax; low to medium outside Tysons Corner and in the western half of the City of Fairfax; very low north of the City of Fairfax and in McLean, south of Dolley Madison Boulevard
- Low Income Households: Mostly very low and low north of Chain Bridge Road/ Dolley Madison Boulevard; medium near the center of Tysons Corner, south of the Chain Bridge Road/ Lawyers Road intersection, and most of the City of Fairfax
- Seniors: The route serves the Lewinsville and Pimmit Hills senior centers and the following senior living facilities: Avalon House at Woodacre Drive, Avalon House in McLean, Lewinsville Senior Residences, Lewinsville House, Tysons Woods Senior Living, Ayr Hill Adult Home, Joyous Group Home, Home ElderCare, Fairfax Nursing Center, Inc., INOVA Commonwealth Care Center

<sup>24</sup> Data may not be statistically significant, as only 9 surveys were received for the 15K and 8 for the 15L.



**Metrobus Route 16A,16B,16D,16E,16F,16J – Columbia Pike Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	VA-244 (Columbia Pike)		
Magisterial District(s)	Mason, Braddock		
Round Trip Route Length (miles)	17.04		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	50%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	8611	6278	3943
Avg. Boardings/Trip	44	44	52
Platform Hours/Day	153.1	119.87	59.38
Revenue Hours/Day	124.17	93.55	42.75
Avg. Boardings/Platform Hour	56	52	66
Revenue Miles/Day	1704	1352	714
Avg. Boardings/Rev. Mile	5.05	4.64	5.52
Service Starts	4:41 AM	5:30 AM	6:00 AM
Service Ends	12:59 AM (2:27 AM Friday)	3:56 AM	12:57 AM
Peak Headway	5 - 30	*15 (eastern portion)	*23,30, or 38 (eastern portion)
Midday/Evening Headway(s)	15-40	*30 (western portion)	60 (western portion)
Rider Demographics (16A, 16D, 16E, 16L)			
Trip Purpose: To or From Work	77%		
Household Income <\$30,000	54%		
Household Income <\$70,000	78%		
No Auto in Household	57%		
No Auto Available for This Trip	69%		
Minority Riders	59%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: High on the south side of the route in Bailey's Crossroads and surrounding the western loop, near Little River Turnpike; medium on the west side of Backlick Road and north of Columbia Pike in Bailey's Crossroads; low mid-route along Columbia Pike
- Employment Density: Low southwest of the intersection of Little River Turnpike and Backlick Road and in some of Bailey's Crossroads, south of Columbia Pike; high south of Columbia Pike, on the border with Arlington; medium mid-route, south of Columbia Pike
- Low Income Households: Low in Annandale; very low west of the route; medium to medium/ high elsewhere
- Seniors: The route serves the Bailey's and Wakefield senior centers and the following senior living facilities: Goodwin House at Bailey's Crossroads, Rosedale (public housing), Bailey's Senior Community, David Lane House, Sleepy Hollow manor Nursing Home, Evergreen, and Potomac Homes

**Metrobus Route 16G,16H,16K,16W – Columbia Heights West-Pentagon City Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Mason		
Round Trip Route Length (miles)	8.98		
Rail Line/Station Connections	Pentagon City - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	56%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	5057	NC	95
Avg. Boardings/Trip	24	15	24
Platform Hours/Day	103.08	67.22	33.4
Revenue Hours/Day	72.28	46.38	21.82
Avg. Boardings/Platform Hour	49	29	3
Revenue Miles/Day	956	585	298
Avg. Boardings/Rev. Mile	5.29	3.36	0.32
Service Starts	4:51 AM	5:17 AM	5:45 AM
Service Ends	11:37 PM	11:15 PM	10:13 PM
Peak Headway	5 - 10	15 (16G to Pentagon City)	30 (both K and G)
Midday/Evening Headway(s)	15	30 (to Pentagon only in the AM); 25-30 after 9:30 pm	*16K runs at 30 headway to Pentagon, only in the AM *16G runs 30-36 headway after 9 pm
Rider Demographics <sup>25</sup> (16G)			
Trip Purpose: To or From Work	79%		
Household Income <\$30,000	42%		
Household Income <\$70,000	67%		
No Auto in Household	45%		
No Auto Available for This Trip	64%		
Minority Riders	51%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium and high
- Employment Density: High
- Low Income Households: Medium and medium/ high
- Seniors: The route serves Rosedale (public housing), Goodwin House at Bailey's Crossroads, and Dawes House

<sup>25</sup> Data is only available for 16G, but it is statistically significant for that route.

**Metrobus Route 16L – Annandale-Skyline City- Pentagon Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	VA-244 (Columbia Pike)		
Magisterial District(s)	Mason		
Round Trip Route Length (miles)	22.29		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	86%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	253	NS	NS
Avg. Boardings/Trip	42	0	0
Platform Hours/Day	4.0	0	0
Revenue Hours/Day	3.62	0	0
Avg. Boardings/Platform Hour	63	0	0
Revenue Miles/Day	67	0	0
Avg. Boardings/Rev. Mile	3.78	0	0
Service Starts	Peak Only (three trips)	NS	NS
Service Ends	–	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>26</sup>			
Trip Purpose: To or From Work	100%		
Household Income <\$30,000	0%		
Household Income <\$70,000	67%		
No Auto in Household	33%		
No Auto Available for This Trip	33%		
Minority Riders	33%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium and high near the border with Alexandria; low surrounding the western terminus
- Employment Density: High against the border with Arlington; medium between Backlick Road and Columbia Pike; very low mid-route (Fairfax County portion)
- Low Income Households: Medium to medium/ high in Bailey's Crossroads and around the western terminus; low north of Columbia Pike in Annandale
- Seniors: The route serves the Bailey's Senior Center as well as the following senior living facilities: Goodwin House at Bailey's Crossroads, Rosedale (public housing), Dawes House, David Lane House, Bailey's Senior Community, Sleepy Hollow Manor Nursing Home, Evergreen, Potomac Homes Assisted Living (Pacific Lane), and Potomac Homes Assisted Living (Galanis Drive)

<sup>26</sup> Data may not be statistically significant, as only 3 surveys were received for the 16L.

**Metrobus Route 17A, 17B, 17F, 17M – Kings Park Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	Braddock Rd.		
Magisterial District(s)	Mason, Braddock, Lee		
Round Trip Route Length (miles)	47.79		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	73%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	450	NS	NS
Avg. Boardings/Trip	10	0	0
Platform Hours/Day	40.9	0	0
Revenue Hours/Day	35.78	0	0
Avg. Boardings/Platform Hour	11	0	0
Revenue Miles/Day	873	0	0
Avg. Boardings/Rev. Mile	0.52	0	0
Service Starts	6:00 AM	NS	NS
Service Ends	10:59 PM	NS	NS
Peak Headway	20 - 60	NS	NS
Midday/Evening Headway(s)	60	NS	NS
Rider Demographics <sup>27</sup> (17A/B/F)			
Trip Purpose: To or From Work	70%/100%/100%		
Household Income <\$30,000	15%/100%/0%		
Household Income <\$70,000	31%/0%/60%		
No Auto in Household	27%/50%/0%		
No Auto Available for This Trip	69%/100%/33%		
Minority Riders	46%/100%/73%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium in small TAZ on the border with Alexandria and near Burke Center Parkway and medium and high in small areas between Braddock Road and Little River Turnpike; low elsewhere
- Employment Density: Medium and high adjacent to the west side of Backlick Road; low along Little River Turnpike, near Alexandria and in two TAZs mid-route; very low elsewhere
- Low Income Households: Very low and low surrounding western half of the route and on other TAZs west of Backlick Road; medium/ high on the border of Alexandria; medium in the areas adjacent to Amherst/ Backlick roads
- Seniors: The route serves the Lincolnia and Wakefield senior centers and the following senior living facilities: Lincolnia Senior Residences, Potomac Homes Assisted Living, Crystal Gardens, Aarondale Retirement and Assisted Living, Leewood Assisted Living, Arden Courts of Annandale, David R. Pinn Senior Community, Cornerstone Adult Care Residence, Burke Cove, INOVA Commonwealth Care Center, Sunrise-INOVA ALC at George Mason, and Fairfax Nursing Center, Inc.

<sup>27</sup> Data may not be statistically significant, as only 7, 2 and 7 surveys were received for the 17A, B and F, respectively.

**Metrobus Route 17G, 17H, 17K, 17L – Kings Park Express Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	Braddock Rd.		
Magisterial District(s)	Mason, Braddock, Lee		
Round Trip Route Length (miles)	42.85		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	98%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1074	NS	NS
Avg. Boardings/Trip	19	0	0
Platform Hours/Day	53.15	0	0
Revenue Hours/Day	48.15	0	0
Avg. Boardings/Platform Hour	20	0	0
Revenue Miles/Day	1221	0	0
Avg. Boardings/Rev. Mile	0.88	0	0
Service Starts	5:20 AM	NS	NS
Service Ends	7:31 PM	NS	NS
Peak Headway	5 - 30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>28</sup> (17G/H/K)			
Trip Purpose: To or From Work	100%/100%/103%		
Household Income <\$30,000	13%/12%/11%		
Household Income <\$70,000	13%/32%/26%		
No Auto in Household	0%/8%/10%		
No Auto Available for This Trip	40%/14%/23%		
Minority Riders	56%/39%/38%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium in small TAZ on the border with Alexandria and near Burke Center Parkway and medium and high in small areas between Braddock Road and Little River Turnpike; low elsewhere
- Employment Density: Medium and high adjacent to the west side of Backlick Road; low along Little River Turnpike, near Alexandria and in two TAZs mid-route; very low elsewhere
- Low Income Households: Very low and low surrounding western half of the route and on other TAZs west of Backlick Road; medium/ high on the border of Alexandria; medium in the areas adjacent to Amherst/ Backlick roads
- Seniors: The route serves the Lincolnia and Wakefield senior centers and the following senior living facilities: Lincolnia Senior Residences, Potomac Homes Assisted Living, Crystal Gardens, Aarondale Retirement and Assisted Living, Leewood Assisted Living, Arden Courts of Annandale, David R. Pinn Senior Community, Cornerstone Adult Care Residence, Burke Cove, INOVA Commonwealth Care Center, Sunrise-INOVA ALC at George Mason, and Fairfax Nursing Center, Inc.

<sup>28</sup> Data may not be statistically significant, as only 10, 35 and 30 surveys were received for the 17G, H and K, respectively.

**Metrobus Route 18E,18F – Springfield Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Backlick		
Magisterial District(s)	Mason, Lee		
Round Trip Route Length (miles)	28.81		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	97%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	259	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	13.55	0	0
Revenue Hours/Day	11.77	0	0
Avg. Boardings/Platform Hour	19	0	0
Revenue Miles/Day	259	0	0
Avg. Boardings/Rev. Mile	1.00	0	0
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>29</sup> (18E/18F)			
Trip Purpose: To or From Work	100%/100%		
Household Income <\$30,000	8%/34%		
Household Income <\$70,000	46%/68%		
No Auto in Household	14%/32%		
No Auto Available for This Trip	38%/78%		
Minority Riders	56%/73%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium in TAZ adjacent to Alexandria and very low near Amherst/ Backlick roads; low elsewhere
- Employment Density: Medium in large area near Alexandria; high in large TAZ along Backlick Road and around intersection of Amherst/ Backlick roads and Franconia Road; very low elsewhere
- Low Income Households: Medium/ high near Alexandria; very low and low along Backlick Road and along the eastern portion of Braddock Road; medium elsewhere
- Seniors: The route serves the Lincolnia Senior Center as well as Lincolnia Senior Residences, Crystal Gardens, Aarondale Retirement and Assisted Living, Leewood Assisted Living, Arden Courts of Annandale, and Aspen Manor

<sup>29</sup> Data may not be statistically significant, as only 30 surveys were received for the 18E and 27 for the 18F.

**Metrobus Route 18G,18H,18J – Orange Hunt Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	I-95/395		
Magisterial District(s)	Mason, Lee, Braddock, Springfield		
Round Trip Route Length (miles)	57.1		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	95%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	658	NS	NS
Avg. Boardings/Trip	22	0	0
Platform Hours/Day	24.6	0	0
Revenue Hours/Day	21.85	0	0
Avg. Boardings/Platform Hour	27	0	0
Revenue Miles/Day	548	0	0
Avg. Boardings/Rev. Mile	1.20	0	0
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	15 - 35	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>30</sup> (18G/H)			
Trip Purpose: To or From Work	103%/102%		
Household Income <\$30,000	0%/4%		
Household Income <\$70,000	22%/11%		
No Auto in Household	7%/6%		
No Auto Available for This Trip	26%/22%		
Minority Riders	27%/32%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Low surrounding majority of route except areas of very low near Backlick Road and medium near Alexandria border
- Employment Density: Almost entirely very low west of Amherst Road and near Franconia Road; medium and high along Backlick Road and heading west
- Low Income Households: Medium in Springfield and near Alexandria; very low and low elsewhere
- Seniors: The route serves the Lincolnia Senior Center as well as Lincolnia Senior Residences, Sunrise of Springfield, Aspen Manor, Hunter's Crossing, Renaissance Gardens at Green, and Burke Lake Gardens

<sup>30</sup> Data on the 18G may not be statistically significant, as only 49 surveys were received. Data for the 18J were not available (only one survey received).

**Metrobus Route 18P,18R,18S – Burke Centre Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	Burke Ctr Pkwy/Old Keene Mill    FS Pkwy/Fx Pkwy		
Magisterial District(s)	Mason, Lee, Braddock, Springfield, Mt. Vernon		
Round Trip Route Length (miles)	25.5		
Rail Line/Station Connections	Pentagon - Blue/Yellow Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	96%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	928	NS	NS
Avg. Boardings/Trip	15	0	0
Platform Hours/Day	38.63	0	0
Revenue Hours/Day	33.27	0	0
Avg. Boardings/Platform Hour	24	0	0
Revenue Miles/Day	765	0	0
Avg. Boardings/Rev. Mile	1.21	0	0
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	5 - 30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>31</sup> (18P/R)			
Trip Purpose: To or From Work	95%/101%		
Household Income <\$30,000	9%/13%		
Household Income <\$70,000	32%/30%		
No Auto in Household	0%/6%		
No Auto Available for This Trip	20%/37%		
Minority Riders	22%/38%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium near Alexandria and surrounding the western end of route; very low in a few areas west of Backlick Road and I-95; low elsewhere, covering majority of route
- Employment Density: Almost entirely very low west of Backlick Road and I-95; medium to high east of Backlick Road and near the intersection of I-95 and Old Keene Mill Road
- Low Income Households: Medium surrounding Amherst/ Backlick roads, along Old Keene Mill Road, and Burke Centre Parkway; very low and low elsewhere
- Seniors: The route serves the Lincolnia Senior Center as well as Lincolnia Senior Residences, Sunrise of Springfield, Aspen Manor, Hunter's Crossing, Renaissance Gardens at Green, Burke Lake Gardens, Heatherwood Retirement Community, Burke HealthCare Center, Burke Cover, and Cornerstone Adult Care Residential

<sup>31</sup> Data may not be statistically significant, as only 26 surveys were received for the 18P and 22 for the 18R.



**Metrobus Route 20F, 20W, 20X, 20Y – Chantilly-Greenbriar Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	Centreville Rd/Westfields...		
Magisterial District(s)	Sully, Springfield, Providence		
Round Trip Route Length (miles)	26.86		
Rail Line/Station Connections	Vienna - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	94%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	401	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	19.18	0	0
Revenue Hours/Day	15.97	0	0
Avg. Boardings/Platform Hour	21	0	0
Revenue Miles/Day	376	0	0
Avg. Boardings/Rev. Mile	1.07	0	0
Service Starts	5:26 AM	NS	NS
Service Ends	7:58 PM	NS	NS
Peak Headway	30 - 50	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>32</sup> (20F/X)			
Trip Purpose: To or From Work	87%/102%		
Household Income <\$30,000	21%/29%		
Household Income <\$70,000	57%/72%		
No Auto in Household	20%/42%		
No Auto Available for This Trip	47%/60%		
Minority Riders	86%/75%		

**General Demographics Along the Route:**

- Population Density: Very low west of Centreville Road and near Chain Bridge Road; Low in the area north of Lee Jackson Memorial Highway and east of Centreville Road and through the City of Fairfax; Medium and high between I-66 and Lee Jackson Memorial Highway and below of I-66, surrounding the eastern loops
- Employment Density: Medium and high in areas adjacent to highways and interstates; very low elsewhere
- Low Income Households: Medium through the City of Fairfax and in some TAZs along the south side of Lee Jackson Memorial Highway; high at the intersection of I-66 and Lee Jackson Memorial Highway; very low and low elsewhere
- Seniors: The route serves the following senior living facilities: Joyous Group Home, Home ElderCare, Arden Courts- Manor Care Health, Manor Care of Fairfax, Sunrise at Fair Oaks, Heart and Home, LLC.

<sup>32</sup> Data may not be statistically significant, as only 15 surveys were received for the 20F and 25 for the 20X. Data for the 20W and 20Y were not available (only 2 and 7 surveys received, respectively).

**Metrobus Route 23A,23C – McLean-Crystal City Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	VA-123		
Magisterial District(s)	Dranesville, Providence		
Round Trip Route Length (miles)	32.69		
Rail Line/Station Connections	Ballston - Orange Crystal City - VRE		
Weekday Ridership Ons & Offs at Metrorail Station	42%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	4811	2933	351
Avg. Boardings/Trip	47	46	11
Platform Hours/Day	139.42	87.97	45.62
Revenue Hours/Day	121.47	76.17	35.5
Avg. Boardings/Platform Hour	35	33	8
Revenue Miles/Day	1667	1217	609
Avg. Boardings/Rev. Mile	2.89	2.41	0.58
Service Starts	5:37 AM	5:52 AM	5:20 AM
Service Ends	1:23 AM	1:07 AM	10:33 PM
Peak Headway	15 - 30	30	60
Midday/Evening Headway(s)	60 late evening	*60 after 8 pm going east *40 or 93 min after 6:30 pm going west	60
Rider Demographics (23A)			
Trip Purpose: To or From Work	75%		
Household Income <\$30,000	50%		
Household Income <\$70,000	79%		
No Auto in Household	53%		
No Auto Available for This Trip	74%		
Minority Riders	68%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Low from Arlington to Dolley Madison Boulevard, except for area of high surrounding northern route spur; medium to high west of VA-267; very low surrounding Tysons Corner Center
- Employment Density: Very low close to Arlington; high elsewhere
- Low Income Households: Very low to low from Arlington to near Dolley Madison Boulevard and surrounding Tysons Corner Center; medium near Chain Bridge Road
- Seniors: The route serves the Lewinsville and Pimmit Hills senior centers as well as the following senior living facilities: Sunrise at McLean, Avalon House on Cawdor Court, Lewinsville House, Lewinsville Senior Residence, Avalon House in McLean, Vinson Hall, The Sylvestry, and Arleigh Burke Pavilion

**Metrobus Route 24T – McLean Hamlet-East Falls Church Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Providence		
Round Trip Route Length (miles)	15.87		
Rail Line/Station Connections	East Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	91%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	168	NS	NS
Avg. Boardings/Trip	8	0	0
Platform Hours/Day	11.92	0	0
Revenue Hours/Day	10.37	0	0
Avg. Boardings/Platform Hour	14	0	0
Revenue Miles/Day	175	0	0
Avg. Boardings/Rev. Mile	0.96	0	0
Service Starts	6:00 AM	NS	NS
Service Ends	7:34 PM	NS	NS
Peak Headway	30 - 40	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>33</sup>			
Trip Purpose: To or From Work	97%		
Household Income <\$30,000	19%		
Household Income <\$70,000	39%		
No Auto in Household	27%		
No Auto Available for This Trip	49%		
Minority Riders	36%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Low surrounding entire route except the portion in Tysons Corner, where density is medium
- Employment Density: Very low surrounding most of route; medium and high adjacent to the south side of Dolley Madison Boulevard, right outside Tysons Corner; high in Tysons Corner
- Low Income Households: Low from Arlington to Dolley Madison Boulevard; very low north of the Dulles Access Road; medium in Tysons Corner
- Seniors: The route serves the Lewinsville Senior Center and Sunrise of Falls Church, Avalon House on High Street, Powhatan Nursing Home, Inc., Avalon House on Gerard Court, Lewinsville Senior Residences, Lewinsville House, Avalon House at Cawdor Court, and Sunrise of McLean

<sup>33</sup> Data may not be statistically significant, as only 35 surveys were received for the 24T.

**Metrobus Route 25A, 25F, 25G, 25J, 25P, 25R – Ballston-Bradlee-Pentagon Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)			
Magisterial District(s)	Mason		
Round Trip Route Length (miles)	21.16		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	85%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1570	118	405
Avg. Boardings/Trip	20	4	16
Platform Hours/Day	55.08	23.1	24.55
Revenue Hours/Day	43.85	20.08	16.67
Avg. Boardings/Platform Hour	29	5	16
Revenue Miles/Day	713	339	298
Avg. Boardings/Rev. Mile	2.20	0.35	1.36
Service Starts	5:54 AM	7:40 AM	8:11 AM
Service Ends	12:12 AM	9:26 PM	9:00 PM
Peak Headway	10 - 30	60	60
Midday/Evening Headway(s)	60	60	60
Rider Demographics <sup>34</sup> (25A)			
Trip Purpose: To or From Work	73%		
Household Income <\$30,000	48%		
Household Income <\$70,000	75%		
No Auto in Household	29%		
No Auto Available for This Trip	62%		
Minority Riders	61%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium to high
- Employment Density: High
- Low Income Households: Medium along west side of route/ medium/ high along east side
- Seniors: The route serves the Bailey's Senior Center as well as Rosedale (public housing), Goodwin House at Bailey's Crossroads, Bailey's Senior Community, David Lane House, and Dawes House

<sup>34</sup> Data may not be statistically significant, as only 44 surveys were received for the 25A. No surveys were collected on the other routes on this line.

**Metrobus Route 25B – Landmark-Ballston Line**

General Data			
Service Days/Periods	Weekday and Saturday		
Priority Corridor(s)	NA		
Magisterial District(s)	Mason		
Round Trip Route Length (miles)	24.75		
Rail Line/Station Connections	Ballston - Orange Crystal City - VRE		
Weekday Ridership Ons & Offs at Metrorail Station	33%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1294	718	NS
Avg. Boardings/Trip	29	25	0
Platform Hours/Day	48.02	28.03	0
Revenue Hours/Day	42.73	24.37	0
Avg. Boardings/Platform Hour	27	26	0
Revenue Miles/Day	557	359	0
Avg. Boardings/Rev. Mile	2.32	2.00	0
Service Starts	6:04 AM	6:10 AM	NS
Service Ends	10:07 PM	9:01 PM	NS
Peak Headway	20 - 30	60	NS
Midday/Evening Headway(s)	40, 60	60	NS
Rider Demographics			
Trip Purpose: To or From Work	72%		
Household Income <\$30,000	47%		
Household Income <\$70,000	77%		
No Auto in Household	42%		
No Auto Available for This Trip	74%		
Minority Riders	73%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium to high
- Employment Density: High on the eastern side of route and low on the western side
- Low Income Households: Mostly medium/ high
- Seniors: The route serves the Bailey's Senior Center as well as Rosedale (public housing), Goodwin House at Bailey's Crossroads, Bailey's Senior Community, David Lane House, and Dawes House

**Metrobus Route 26A,26E – East Falls Church Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Mason		
Round Trip Route Length (miles)	11.22		
Rail Line/Station Connections	East Falls Church - Orange West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	81%		
Operating Data (26A)			
	Weekday	Saturday	Sunday
Ridership/Day	79	NS	NS
Avg. Boardings/Trip	3	0	0
Platform Hours/Day	5.68	0	0
Revenue Hours/Day	9.98	0	0
Avg. Boardings/Platform Hour	14	0	0
Revenue Miles/Day	58	0	0
Avg. Boardings/Rev. Mile	1.36	0	0
Service Starts	10:00 AM	NS	NS
Service Ends	3:51 PM	NS	NS
Peak Headway	0	NS	NS
Midday/Evening Headway(s)	45	NS	NS
Rider Demographics <sup>35</sup> (26E)			
Trip Purpose: To or From Work	88%		
Household Income <\$30,000	35%		
Household Income <\$70,000	70%		
No Auto in Household	29%		
No Auto Available for This Trip	53%		
Minority Riders	58%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Mostly medium; high in the southwestern corner of Falls Church; low along the east side of the route in northern Falls Church and surrounding the northern loop
- Employment Density: Medium and high in Falls Church, north of US-29; low adjacent to Arlington; very low surrounding the northern loop
- Low Income Households: Medium through Falls Church, except the area adjacent to Arlington, where its low; also low surrounding the northern loop
- Seniors: The route serves the James Lee Senior Center and the James Lee Senior Community, Lockwood/ Elmwood House, Sunrise of Falls Church, and Avalon House on High Street

<sup>35</sup> Data may not be statistically significant, as only 24 surveys were received for the 26E. No surveys were collected on the 26A.

**Metrobus Route 26W – West Falls Church Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Providence		
Round Trip Route Length (miles)	12.31		
Rail Line/Station Connections	East Falls Church - Orange West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	83%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	153	NS	NS
Avg. Boardings/Trip	10	0	0
Platform Hours/Day	7.0	0	0
Revenue Hours/Day	5.73	0	0
Avg. Boardings/Platform Hour	22	0	0
Revenue Miles/Day	79	0	0
Avg. Boardings/Rev. Mile	1.95	0	0
Service Starts	Peak Only	NS	NS
Service Ends	-	NS	NS
Peak Headway	25 - 30	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	97%		
Household Income <\$30,000	6%		
Household Income <\$70,000	19%		
No Auto in Household	10%		
No Auto Available for This Trip	24%		
Minority Riders	34%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium and Low
- Employment Density: Mostly medium; very low surrounding the northern loop
- Low Income Households: Mostly medium; low surrounding the northern loop and very low in the northwestern corner
- Seniors: The route serves the James Lee Senior Center and the James Lee Senior Community, Sunrise of Falls Church, and Avalon House on High Street

**Metrobus Route 28A, 28B – Alexandria-Tysons Corner Line**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	NA		
Magisterial District(s)	Providence, Dranesville, Mason		
Round Trip Route Length (miles)	31.49		
Rail Line/Station Connections	King Street - Blue/Yellow West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	35%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	5352	3694	2680
Avg. Boardings/Trip	67	60	77
Platform Hours/Day	110.12	78.13	41.73
Revenue Hours/Day	94.78	66.35	34.13
Avg. Boardings/Platform Hour	49	47	64
Revenue Miles/Day	1260	1015	565
Avg. Boardings/Rev. Mile	4.25	3.64	4.74
Service Starts	5:30 AM	5:59 AM	5:57 AM
Service Ends	12:20 AM	12:07 PM	11:54 PM
Peak Headway	10 - 20	20 or 30	30
Midday/Evening Headway(s)	30	60 at certain stops	30
Rider Demographics			
Trip Purpose: To or From Work	81%		
Household Income <\$30,000	47%		
Household Income <\$70,000	80%		
No Auto in Household	49%		
No Auto Available for This Trip	67%		
Minority Riders	64%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Medium to high along entire route, except northern loop, west of Gallows Road, where density is very low
- Employment Density: Medium to high along majority of route; high in Tysons Corner
- Low Income Households: Very low surrounding the northern loop, west of Gallows Road and in northern Falls Church; medium along the west side of the route from Columbia Pike to I-66; medium/high in Bailey's Crossroads
- Seniors: The route serves the Bailey's, James Lee, and Pimmit Hills senior centers and the following senior living facilities: Bailey's Senior Community, David Lane House, Dawes House, Goodwin House at Bailey's Crossroads, Rosedale (public housing), Lockwood/ Elmwood House, James Lee Senior Community, Sunrise of Falls Church, and Avalon House on High Street



**Metrobus Route 28F,28G – Skyline City Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	NA		
Magisterial District(s)	Mason		
Round Trip Route Length (miles)	14.36		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	94%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	846	NS	NS
Avg. Boardings/Trip	25	0	0
Platform Hours/Day	15.03	0	0
Revenue Hours/Day	11.10	0	0
Avg. Boardings/Platform Hour	56	0	0
Revenue Miles/Day	244	0	0
Avg. Boardings/Rev. Mile	3.47	0	0
Service Starts	Peak only	NS	NS
Service Ends	-	NS	NS
Peak Headway	20 - 25	NS	NS
Midday/Evening Headway(s)	NS	NS	NS
Rider Demographics <sup>36</sup> (28F/G)			
Trip Purpose: To or From Work	99%/96%		
Household Income <\$30,000	14%/14%		
Household Income <\$70,000	50%/47%		
No Auto in Household	9%/15%		
No Auto Available for This Trip	30%/29%		
Minority Riders	73%/49%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: High
- Employment Density: High surrounding loop; low to the west of route
- Low Income Households: Medium surrounding loop; medium/ high to the west of route
- Seniors: Bailey's Senior Center as well as Rosedale (public housing), Goodwin House at Bailey's Crossroads, Bailey's Senior Community, David Lane House, and Dawes House

<sup>36</sup> Data may not be statistically significant, as only 41 surveys were received for the 28F and 38 for the 28G.

**Metrobus Route 28T – Tysons Corner-West Falls Church Line**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	NA		
Magisterial District(s)	Dranesville, Providence, Hunter Mill		
Round Trip Route Length (miles)	14.86		
Rail Line/Station Connections	West Falls Church - Orange		
Weekday Ridership Ons & Offs at Metrorail Station	64%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	555	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	31.68	0	0
Revenue Hours/Day	26	0	0
Avg. Boardings/Platform Hour	18	0	0
Revenue Miles/Day	297	0	0
Avg. Boardings/Rev. Mile	1.87	0	0
Service Starts	5:56 AM	NS	NS
Service Ends	7:56 PM	NS	NS
Peak Headway	20	NS	NS
Midday/Evening Headway(s)	30	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	96%		
Household Income <\$30,000	25%		
Household Income <\$70,000	79%		
No Auto in Household	44%		
No Auto Available for This Trip	71%		
Minority Riders	65%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Low surrounding the southern terminus; high along the west side of I-495; very low between I-495 and Chain Bridge Road; medium surrounding Tysons Corner
- Employment Density: High on the west side of I-495; low to medium between I-66 and I-495; very low south of I-66
- Low Income Households: Medium between I-66 and I-495 and in Tysons Corner; low south of I-66 and west of Leesburg Pike, between I-495 and Chain Bridge Road; very low east of Leesburg Pike
- Seniors: The route serves the Pimmit Hills Senior Center and Avalon House on High Street, Tysons Woods Senior Living, Sunrise at McLean, Avalon House on Cawdor Court

**Metrobus Route 29C,29E,29G,29H,29X – Annandale Line**

General Data			
Service Days/Periods	Weekday Peak		
Priority Corridor(s)	VA-236		
Magisterial District(s)	Mason, Braddock, Lee		
Round Trip Route Length (miles)	47.13		
Rail Line/Station Connections	Pentagon - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	82%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	1137	NS	NS
Avg. Boardings/Trip	15	0	0
Platform Hours/Day	53.03	0	0
Revenue Hours/Day	46.60	0	0
Avg. Boardings/Platform Hour	21	0	0
Revenue Miles/Day	1078	0	0
Avg. Boardings/Rev. Mile	1.05	0	0
Service Starts	Peak only	NS	NS
Service Ends	-	NS	NS
Peak Headway	5 - 25	NS	NS
Midday/Evening Headway(s)	*60 after 8pm	NS	NS
Rider Demographics			
Trip Purpose: To or From Work	76%		
Household Income <\$30,000	48%		
Household Income <\$70,000	71%		
No Auto in Household	35%		
No Auto Available for This Trip	63%		
Minority Riders	63%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Mostly low south of Braddock Road and surrounding the western loop, except where it's very low south of the intersection of Edsall and Backlick roads; very low west of I-495, between Little River Turnpike and Braddock Road; high and medium east of I-495 in between Little River Turnpike and Braddock Road
- Employment Density: High south of the intersection of Edsall and Backlick roads; mostly very low west of Amherst/ Backlick roads; medium east of Amherst/ Backlick roads
- Low Income Households: Very low to medium throughout
- Seniors: The route serves Little River Glen, Wakefield, and Lincolnia senior centers and the following senior living facilities: Lincolnia Senior Residences, Potomac Homes Assisted Living, Aspen Manor, Leewood Assisted Living, Arden Courts of Annandale, Aarondale Retirement and Assisted Living, Crystal Gardens, Potomac Homes Assisted Living, Sleepy Hollow Manor Nursing Home, Evergreen, Potomac Homes (Galanis Drive), Little River Glen Senior Residences, and Braddock Glen Assisted Living

**Metrobus Route 29K,29N – Alexandria-Fairfax Line**

General Data			
Service Days/Periods	Weekday and Saturday		
Priority Corridor(s)	VA-236		
Magisterial District(s)	Providence, Braddock, Mason		
Round Trip Route Length (miles)	11.81		
Rail Line/Station Connections	King Street - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	31%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	3043	1369	NS
Avg. Boardings/Trip	33	46	0
Platform Hours/Day	57.28	54.88	0
Revenue Hours/Day	56.98	33.87	0
Avg. Boardings/Platform Hour	53	25	0
Revenue Miles/Day	537	409	0
Avg. Boardings/Rev. Mile	5.66	3.35	0
Service Starts	5:47 AM	6:02 AM	NS
Service Ends	11:35 PM	10:28 PM	NS
Peak Headway	10 - 30	60 (29N)	NS
Midday/Evening Headway(s)	50 or 60	60 (29N)	NS
Rider Demographics (29K)			
Trip Purpose: To or From Work	64%		
Household Income <\$30,000	60%		
Household Income <\$70,000	85%		
No Auto in Household	50%		
No Auto Available for This Trip	74%		
Minority Riders	71%		

**General Demographics Along the Route (Fairfax County Portion Only):**

- Population Density: Low surrounding most of route; medium near the intersection of Braddock Road and Little River Turnpike and west of the I-495/ Little River Turnpike intersection; TAZs of high and very low in same area
- Employment Density: Mostly very low between the City of Fairfax and I-495; low in the western half of the City of Fairfax and surrounding the intersection of Braddock Road and Little River Turnpike; medium and high elsewhere
- Low Income Households: Very low to medium along entire route
- Seniors: Lincolnia and Little river Glen senior centers and the following senior living facilities: Lincolnia Senior Residences, Huntington Senior Community, Burgundy Senior Community, Potomac Homes Assisted Living, Evergreen, Sleep Hollow Manor Nursing Home, Potomac Homes, Little River Glen Senior Residences, Braddock Glen Assisted Living, INOVA Commonwealth Care Center, Sunrise- INOVA ALC at George Mason, Cardinal Nursing & Rehabilitation Center and The Virginian, and Sunrise of Fairfax

**Metrobus Route S80 – Springfield Circulator**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	NA		
Magisterial District(s)	Lee		
Round Trip Route Length (miles)	15.98		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	110%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	750	NS	NS
Avg. Boardings/Trip	14	0	0
Platform Hours/Day	30.93	0	0
Revenue Hours/Day	28.37	0	0
Avg. Boardings/Platform Hour	24	0	0
Revenue Miles/Day	424	0	0
Avg. Boardings/Rev. Mile	1.77	0	0
Service Starts	6:02 AM	NS	NS
Service Ends	7:48 PM	NS	NS
Peak Headway	15	NS	NS
Midday/Evening Headway(s)	15	NS	NS
Rider Demographics <sup>37</sup>			
Trip Purpose: To or From Work	91%		
Household Income <\$30,000	7%		
Household Income <\$70,000	52%		
No Auto in Household	25%		
No Auto Available for This Trip	33%		
Minority Riders	47%		

**General Demographics Along the Route:**

- Population Density: Very low surrounding entire route; medium adjacent to the north side of route
- Employment Density: Mostly high; small portion of route into area of medium surrounding eastern end of route
- Low Income Households: medium surrounding most of route; very low adjacent to the north side of route
- Seniors: The route serves Sunrise of Springfield, Moris Glen Senior Residences, and Manchester Lakes Senior Apartments

<sup>37</sup> Data may not be statistically significant, as only 48 surveys were received for the S80.

**Metrobus Route S91 – Springfield Circulator**

General Data			
Service Days/Periods	Weekday		
Priority Corridor(s)	NA		
Magisterial District(s)	Lee		
Round Trip Route Length (miles)	15.98		
Rail Line/Station Connections	Franconia/Springfield - Blue/VRE		
Weekday Ridership Ons & Offs at Metrorail Station	100%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	190	NS	NS
Avg. Boardings/Trip	10	0	0
Platform Hours/Day	11.68	0	0
Revenue Hours/Day	11.77	0	0
Avg. Boardings/Platform Hour	16	0	0
Revenue Miles/Day	160	0	0
Avg. Boardings/Rev. Mile	1.19	0	0
Service Starts	6:02 AM	NS	NS
Service Ends	7:48 PM	NS	NS
Peak Headway	15	NS	NS
Midday/Evening Headway(s)	15	NS	NS
Rider Demographics <sup>38</sup>			
Trip Purpose: To or From Work	91%		
Household Income <\$30,000	8%		
Household Income <\$70,000	39%		
No Auto in Household	7%		
No Auto Available for This Trip	37%		
Minority Riders	50%		

**General Demographics Along the Route:**

- Population Density: Mostly very low; small portion of route into area of medium in the east
- Employment Density: Mostly high; small portion of route into area of low in the east
- Low Income Households: Mostly medium; small portion of route into area of very low in the east
- Seniors: The route serves Sunrise of Springfield, Moris Glen Senior Residences, and Manchester Lakes Senior Apartments

<sup>38</sup> Data may not be statistically significant, as only 24 surveys were received for the S91.

**Metrobus Route REX – Richmond Highway Express**

General Data			
Service Days/Periods	All		
Priority Corridor(s)	Richmond Hwy		
Magisterial District(s)	Mt. Vernon		
Round Trip Route Length (miles)	27.71		
Rail Line/Station Connections	Huntington - Yellow Eisenhower - Yellow King - Blue/Yellow		
Weekday Ridership Ons & Offs at Metrorail Station	73%		
Operating Data			
	Weekday	Saturday	Sunday
Ridership/Day	4741	3375	1476
Avg. Boardings/Trip	49	48	45
Platform Hours/Day	93.08	71.2	32.5
Revenue Hours/Day	72.15	53.78	23.27
Avg. Boardings/Platform Hour	51	47	45
Revenue Miles/Day	1330	876	410
Avg. Boardings/Rev. Mile	3.56	3.85	3.60
Service Starts	5:12 AM	4:51 AM	4:53 AM
Service Ends	10:40 PM	10:47 PM	9:46 PM
Peak Headway	7 - 15	30	60
Midday/Evening Headway(s)	30	30	60
Rider Demographics			
Trip Purpose: To or From Work	68%		
Household Income <\$30,000	60%		
Household Income <\$70,000	87%		
No Auto in Household	50%		
No Auto Available for This Trip	81%		
Minority Riders	79%		

**General Demographics Along the Route:**

- Population Density: High near I-95, surrounding the northern terminus; medium along mid-route; very low around the southern terminus, in Fort Belvoir
- Employment Density: Medium to high near I-95, surrounding the northern terminus; very low along the southern side of the route; low in Fort Belvoir
- Low Income Households: Medium surrounding most of route; medium/ high on the northern side of the route
- Seniors: The route serves the Groveton Senior Center and Huntington Senior Community, Gum Springs Glen Senior Community, Audubon public housing, The Gables at Mount Vernon, Personal Care Services, Gum Springs Senior Community, Sunrise at Mount Vernon, Mount Vernon Housing, and Mount Vernon Nursing Center